

12-1984

# The Harbor Hotel & Marina Baltimore, Maryland

Josephine Ann Moncure  
*Clemson University*

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**The Harbor  
Hotel & Marina  
Baltimore, Maryland**

**Clemson University  
Master Project  
Josephine Ann Moncure**

**College of Architecture  
December 1984**

656434



# The Harbor Hotel & Marina Baltimore, Maryland

A Master Project submitted to the faculty of the College of Architecture,  
Clemson University, in partial fulfillment for the degree of Master of Architecture.

December, 1984

Josephine Ann Moncure

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# Acknowledgments

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Many thanks to the following people:

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To Yuji's class for their invaluable help, especially Butch, Scott, Joeb, Carol and Mark.

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Ai Signori Musso per tutto.

To Connie, Cappy, Rob, Kate and Harry for moral support.

**Dedication**



## DEDICATION

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To Giancarlo

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## **Project Description & Objectives**



## PROJECT DESCRIPTION AND OBJECTIVES

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### BACKGROUND

In the past 25 years, the City of Baltimore has been undergoing an intense urban revitalization, which began in the Central Business District with Charles Center, and has since spread to many surrounding areas. The focus of development in recent years has centered on the Inner Harbor, and its basic premise has been the return of the shoreline to public use, and the establishment of the Inner Harbor as the gateway to the City. With the construction of facilities such as Harborplace, the National Aquarium and the Baltimore Convention Center, the once-decaying waterfront area now thrives, and the tourist and convention industries have become major contributors to the City's economy.

### HOTELS

Concurrent with the increase in visitors to Baltimore is the need to provide adequate hotel space to satisfy both present and anticipated growth. Several new hotels are being planned or are under construction.

This Terminal Project will deal with a hotel development which will capitalize on a waterfront location at the entry to the Inner Harbor.

### SITE LOCATION

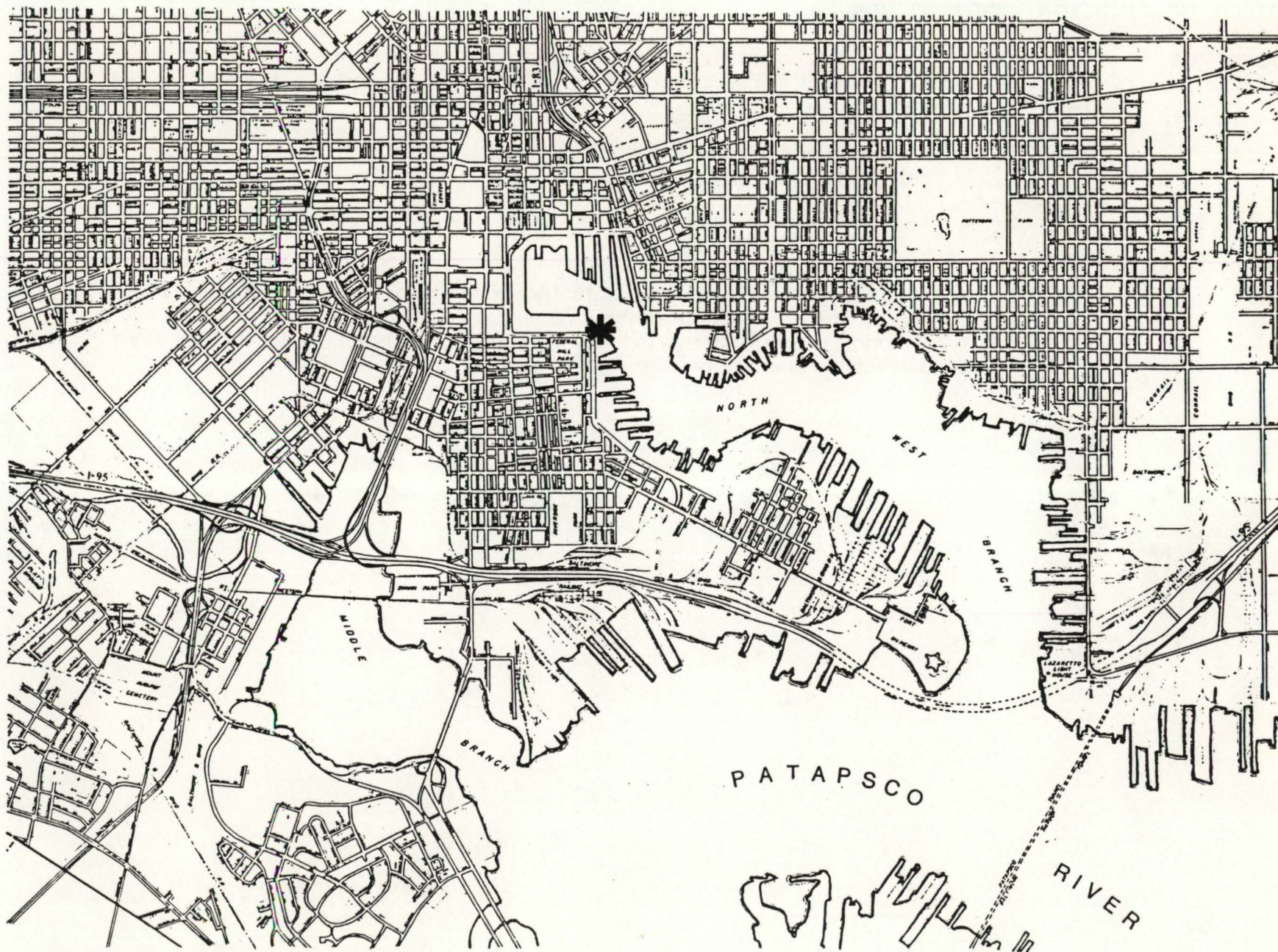
A parcel of land currently owned by the Bethlehem Steel Company is located at the southeastern corner of Baltimore's Inner Harbor. It includes a building once used as a warehouse in association with nearby shipyards. Developers are now considering the purchase of the property with the expectation of creating a prominent and strategically-located hotel and marina complex.

### SURROUNDING AREAS

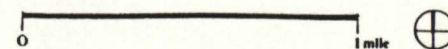
The site is at the juncture of the revitalized Inner Harbor and the industrialized waterfront that extends outward towards the Chesapeake Bay. It is located at the foot of historic Federal Hill and enjoys a broad panorama of the Inner Harbor.

The site is the last remaining parcel of land along the Inner Harbor's southern edge and will become the terminus of pedestrian activity along the water's edge. Its corner location brings it into a strong relationship with Federal Hill. This hotel and marina complex will be in a unique position to cater to the needs of tourists, businesspeople, day visitors and boaters, and its prominent location will make it highly visible and accessible.





Downtown Baltimore & Port



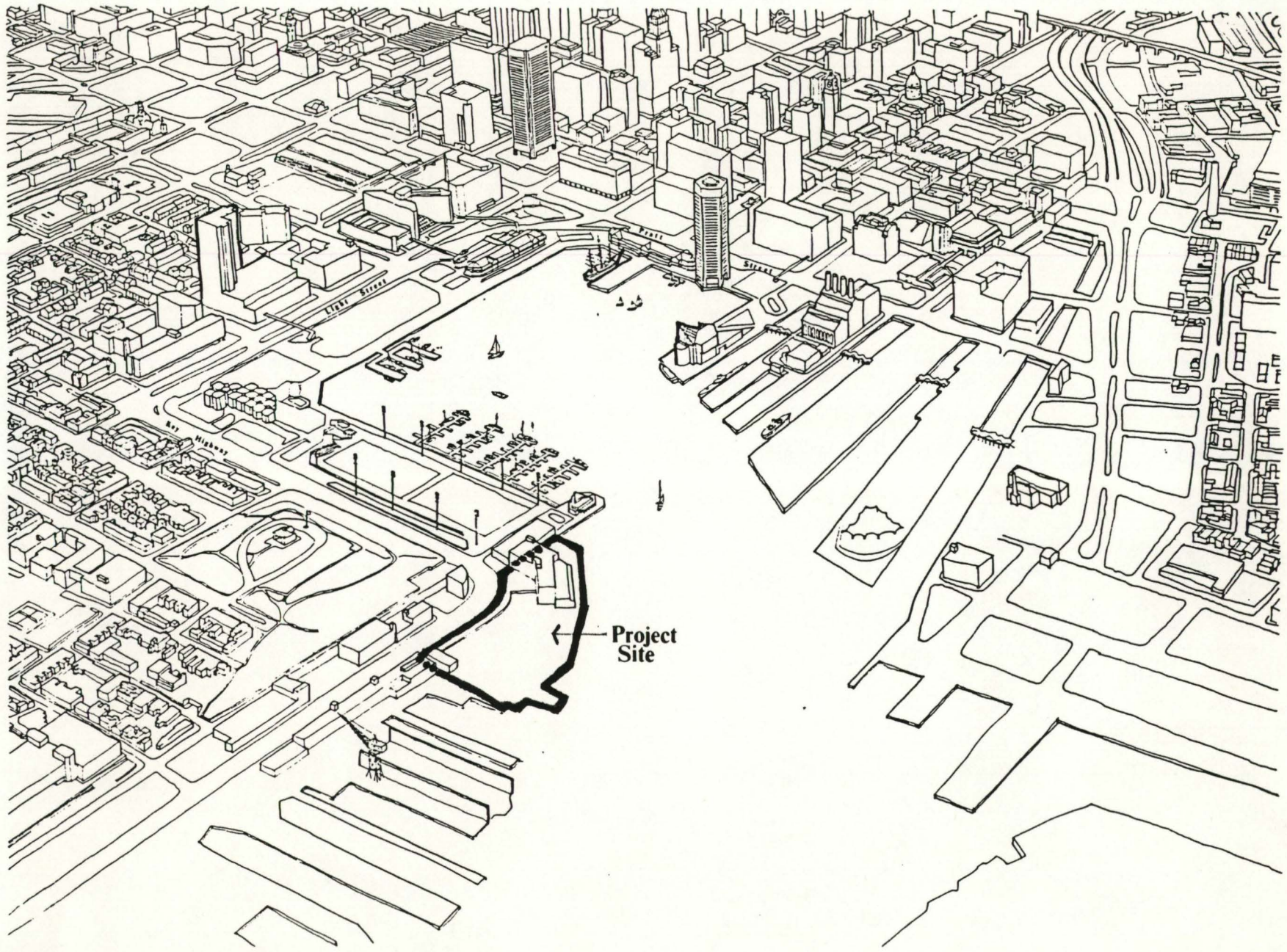


## PROJECT DESCRIPTION & OBJECTIVES

### OBJECTIVES

1. To develop a positive relationship to the three primary areas surrounding the site: The Inner Harbor, Federal Hill, and the Industrial District/Outer Harbor.
2. To provide a unique environment which capitalizes on site amenities not found at other local hotels.
3. To integrate the project to City and tourist-related activities that occur in the Inner Harbor.
4. To create a strong endpoint to the pedestrian activity along the waterfront, and to the pedestrian promenade which encircles the Inner Harbor, through the provision of tourist and hotel facilities that are attractive to visitors.





The Inner Harbor

# **Baltimore : Overview & Historical Development**



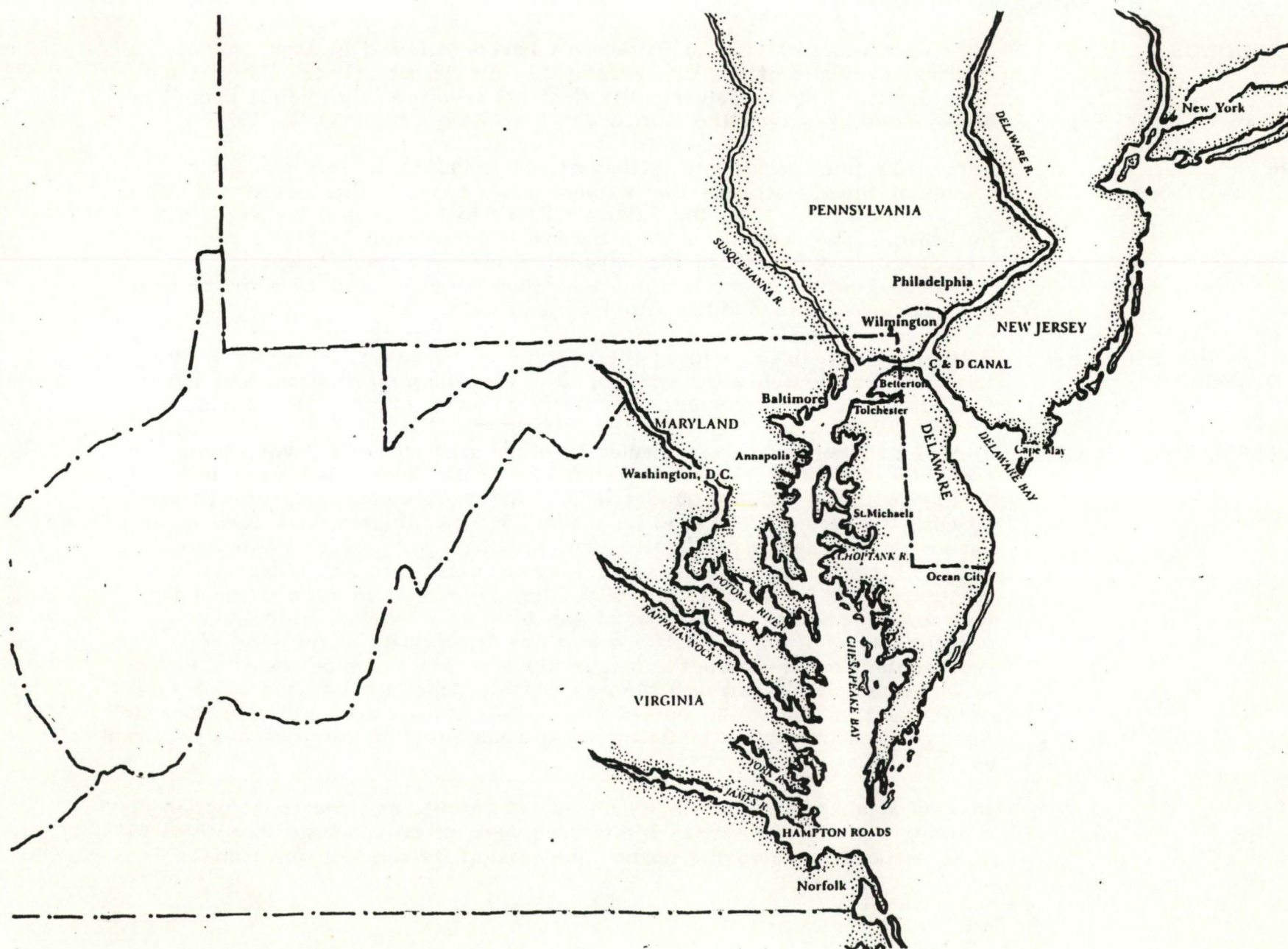
## BALTIMORE: BACKGROUND

### LOCATION

Baltimore has been an important Atlantic port city since its founding in the 1600's. Its location between Washington and Philadelphia along the I-95 corridor off of the Chesapeake Bay make it an important center of trade and commerce, both by land and sea.

In the past 20 years Baltimore has made great progress in the redevelopment of its City Center and Inner Harbor. This revitalization is still going on today, and helps to make Baltimoreans aware of their history and the importance of their city and port.





**The Mid-Atlantic Region**



## BALTIMORE: HISTORICAL DEVELOPMENT

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### BEGINNINGS

The first recorded visit to Baltimore's harbor occurred in 1608, during exploratory visits of the Chesapeake Bay by the British colonist Captain John Smith. George Calvert, the first Lord Baltimore and first proprietor of Maryland, received the land grant from King Charles I in 1632.

1634

Maryland's first permanent settlement was established in 1634 along the shores of the Chesapeake Bay at St. Mary's City. Other settlements were begun further north on the Patapsco River in the natural harbor founded by Smith. The need for a town became apparent and in 1729 a group of leading citizens petitioned the legislature for the establishment of Baltimore Town. It was laid out the following year, and 60 acres of land were surveyed and divided into 1-acre parcels.

### EARLY INDUSTRY AND GROWTH

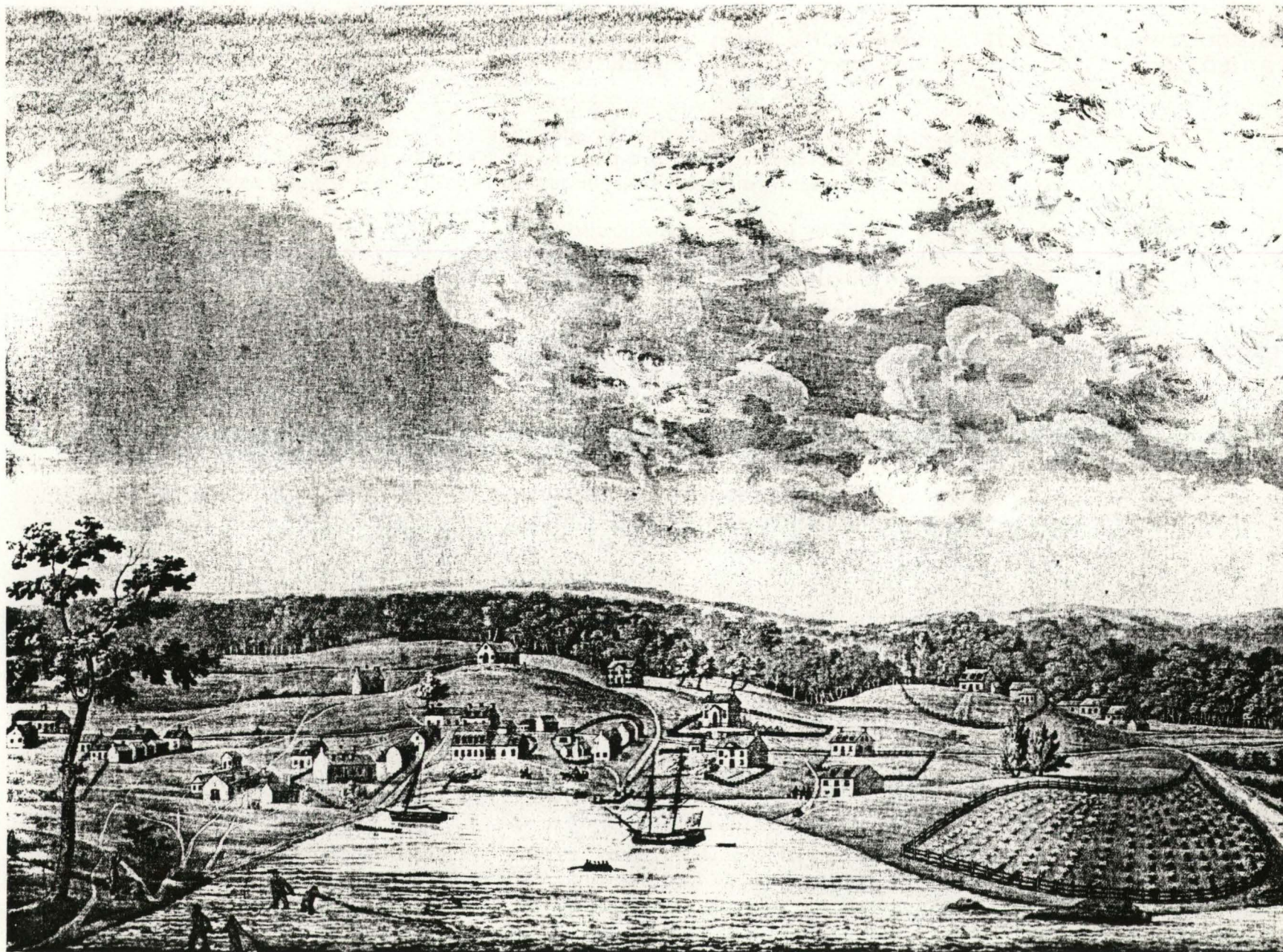
Baltimore Town grew, and as the population increased, a variety of industries and businesses were established. The shipping of grain and tobacco to England became important very early as major export commodities.

### TRADE WITH ENGLAND

In 1752 Baltimore was very similar to other small colonial towns; there was a church, a school, several taverns, and craft shops which grew as rapidly as the population could support them. Baltimore's continued growth and success, however, was based on trade. It was situated on a good natural harbor, and drew on productive land to which good access was established early. Strong leadership was provided by merchants and citizens who recognized the potential of the city; they knew how to make it work for their own profit as well as that of the town as a whole. Both the descendants of the early settlers and new immigrants to the city were represented in the mercantile leadership that was to guide the city in its early years. The town and the countryside depended on each other for growth and survival. In one of the earliest census accounts ever made in America, the population of Baltimore and surrounding counties was recorded as 17,193.

In 1750 a tobacco inspection warehouse was built, and the construction of a public wharf was begun. Individuals were given economic incentives to build structures along the harbor, increasing its capacity for trade.





**Baltimore Harbor • 1752**



## BALTIMORE: HISTORICAL DEVELOPMENT

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### IRON INDUSTRY & SHIPBUILDING

In addition to the wheat and tobacco trade, Baltimore became a center of a growing iron industry; the Baltimore Ironworks Company was founded in 1731. .

Fells Point, to the east of the harbor, was laid out as a town in 1763, and became a major shipbuilding center. Nearby supplies of iron and wood led to the building of shipyards, wharves and warehouses.

### PUBLIC MARKET

Baltimore's first public market building was erected in 1764. It followed the established pattern for early colonial markets in that there was a large hall on the second floor; it was used for public meetings, dances, travelling shows, and other entertainment.

### ENTERTAINMENT

Formal amusements remained scant until after the Revolution. Horse races were popular, and as early as 1745 fairs were held in the city streets. In addition to races, indoor events were held at the market building.

### 1773

In 1773 Baltimore annexed 50 acres of Fells Point. Their unification would profit both towns and made Baltimore one of the foremost colonial cities. The City's population of 6,000 was typical of America's leading cities in its cosmopolitan makeup. Ethnic and religious differences would be lessened by the outbreak of the Revolutionary War in 1776.

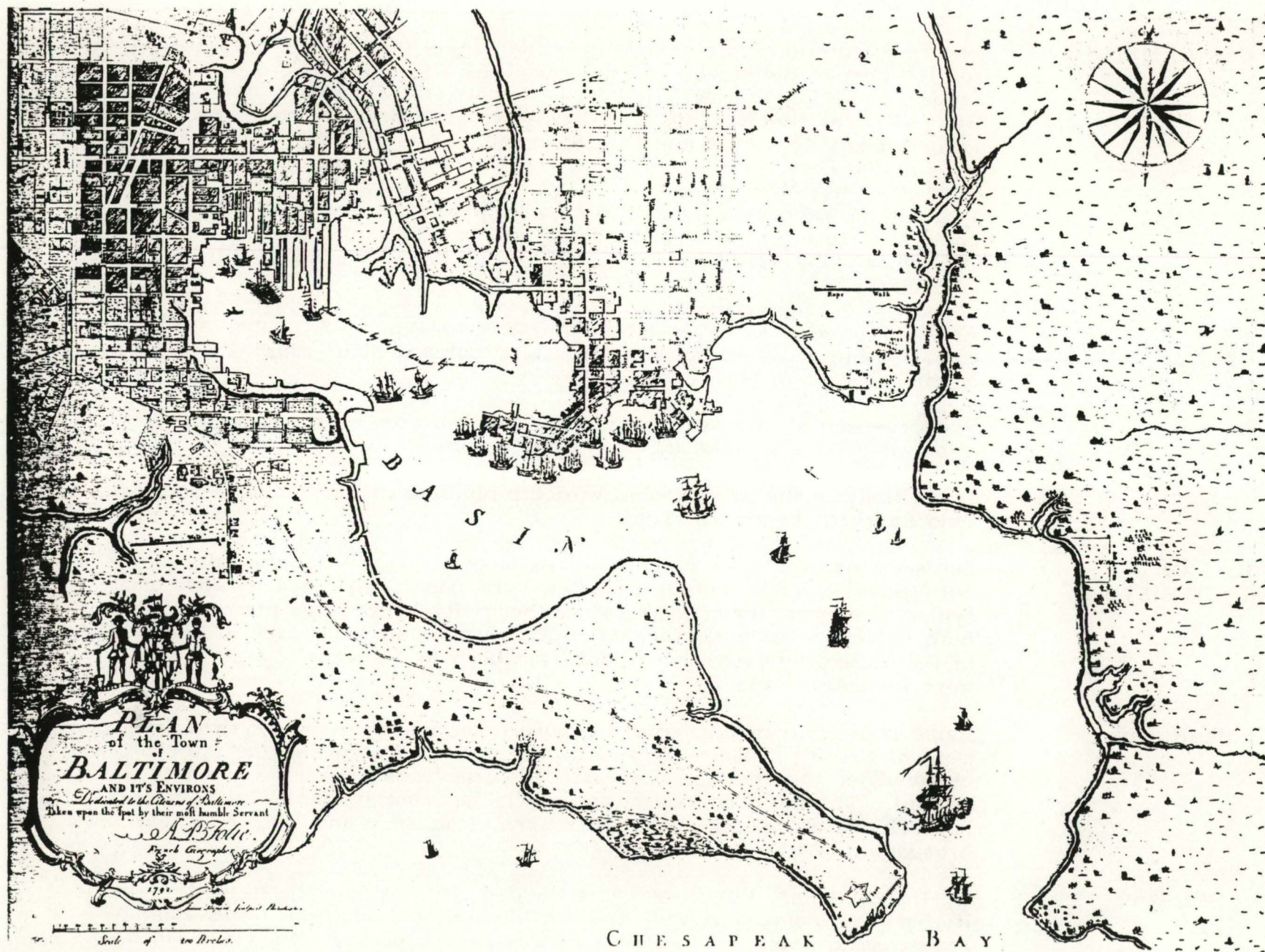
### THE REVOLUTIONARY WAR

During the Revolutionary War Baltimore experienced rapid population growth but economic development had been abruptly cut off due to the loss of trade with England. The sale of grain and supplies to the Army was the mainstay of the economy, as was the building of warships.

When peace came, the City focused its attention on town improvements; housing, public works, street paving, and financial problems were addressed. By 1782 grain exports were again thriving and new buildings were constructed in association with port activities. Major streets were extended to the north as the population increased.

The ratification of the U.S. Constitution was celebrated in Baltimore with a parade terminating at Federal Hill, renamed for the occasion.





Baltimore • 1792



## BALTIMORE: HISTORICAL DEVELOPMENT

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### THE WAR OF 1812

The renewed outbreak of war with Britain again had serious consequences for the port of Baltimore. Trade embargoes affected both industries and farmers. During this period, Fort McHenry, at the mouth of the harbor, was rebuilt as the main point of defense for the city. It was here that Francis Scott Key wrote the Star Spangled Banner during British bombardment of the Fort.

### EARLY 1800's

In 1810, 36,000 people lived in Baltimore. By 1820, newcomers from other cities and from Europe made that number grow to 63,000, by 1840 to 102,000, and by 1860 to 212,000. The labor force and industry grew accordingly.

As steam power became available, the economy expanded. Sugar and copper refineries were opened, and steam-powered flour mills were located on the wharves of the harbor.

The provision of city services and utilities represented the cooperative effort of private individuals and city government.

Trade links to the west opened with the building of the Baltimore and Ohio Railroad, begun in 1828.

### POPULATION CHARACTERISTICS

Baltimore was the home of the nation's largest free Black community of the antebellum period. Baltimore combined the population characteristics of a typical northern city and typical southern city in its large numbers of both European immigrants and Afro-Americans. In 1860, over 35 percent of Baltimore's total population had been born in Germany or Ireland, or were Afro-Americans.

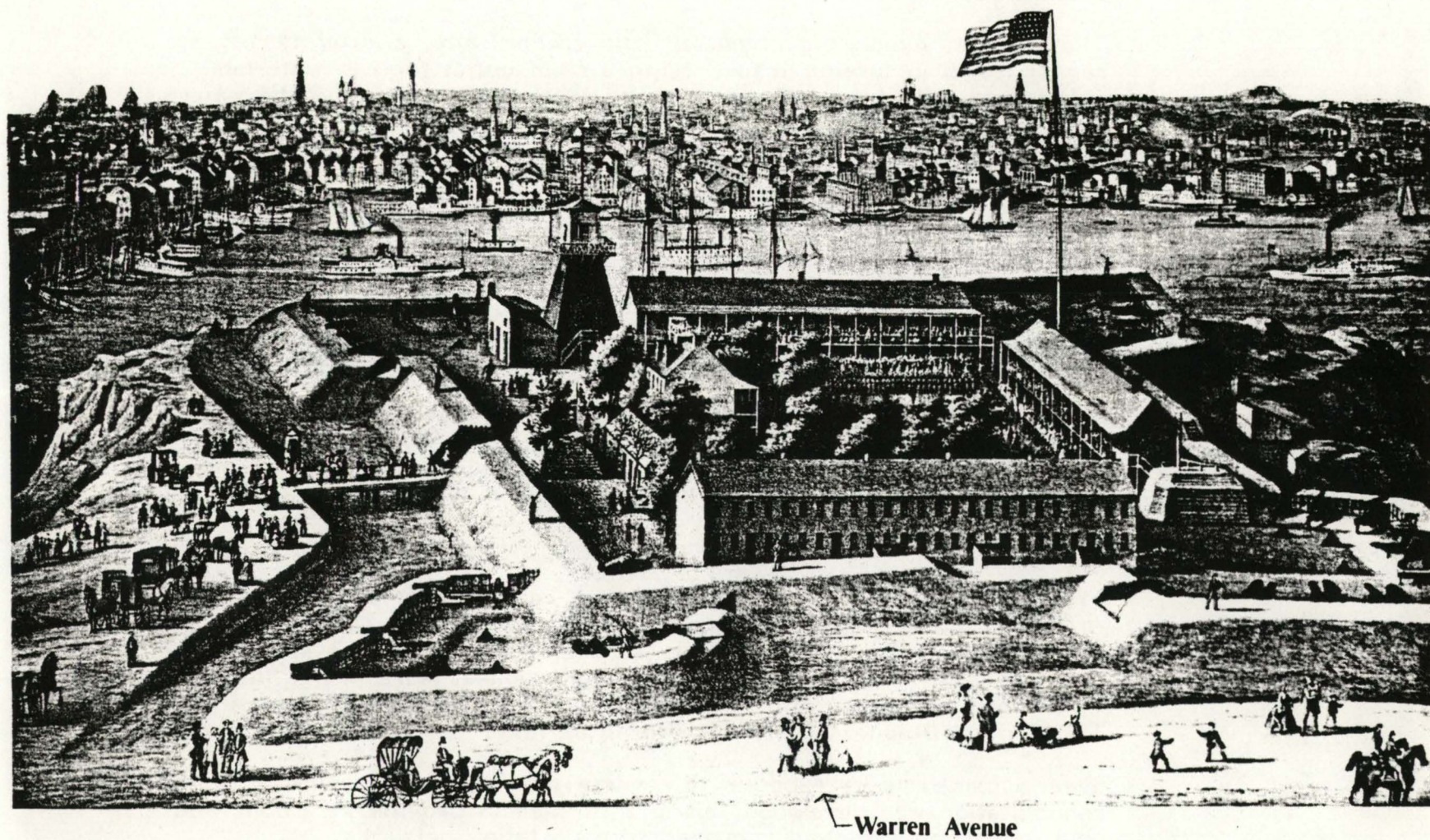
### CITY PLANNING

Rapid population growth spurred concern for planning the physical development of the city. Plans for maintaining open spaces within the crowded city and for the creation of landscaped boulevards were made and implemented. The brick rowhouses for which Baltimore is famous lined these squares and streets. Public parks were established and symbolized the broadening of life in the city.

### THE CIVIL WAR

By the Civil War, Baltimore was a divided city; half northern, half southern, its heritage included slavery and abolitionism, old southern families and recent immigrants, and remnants of the old aristocracy. Maryland sided with the Union, and Federal Hill, on the south side of the harbor, was fortified as the main defense point of the city.





Federal Hill • 1861



## BALTIMORE: HISTORICAL DEVELOPMENT

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### POST-WAR YEARS

Many of the civic, cultural, and educational institutions which still exist today were built in the post-Civil War years. Native Baltimorean philanthropists such as Johns Hopkins provided the financial backing for universities, hospitals, and museums.

The city was expanding physically and economically, and by 1900 it was ranked third in foreign trade, being a chief outlet for raw materials. Baltimore's industries expanded to the south and east, along the waterfront and railroad lines.

### THE BALTIMORE FIRE

The great fire of 1904 destroyed 140 acres in the heart of the downtown business district. Beginning in a warehouse containing cotton, the fire consumed the area of the original Baltimore Town, destroying approximately 1,500 buildings and 2,500 businesses.

### POST-FIRE REBUILDING

Regrowth following the fire began immediately. The City was determined to use the tragedy as an opportunity to institute improvements that were long-needed. Streets were widened to accommodate increased traffic, and a sewer system was implemented concurrently. Within two years, 200 new buildings were completed and 170 more were under construction; early efforts at modernization of the harbor were made.

### WORLD WARS I AND II

Baltimore served as a major military supplier in both wars, and the ship-building industry was especially important. Over 500 ships were built before the end of World War II.

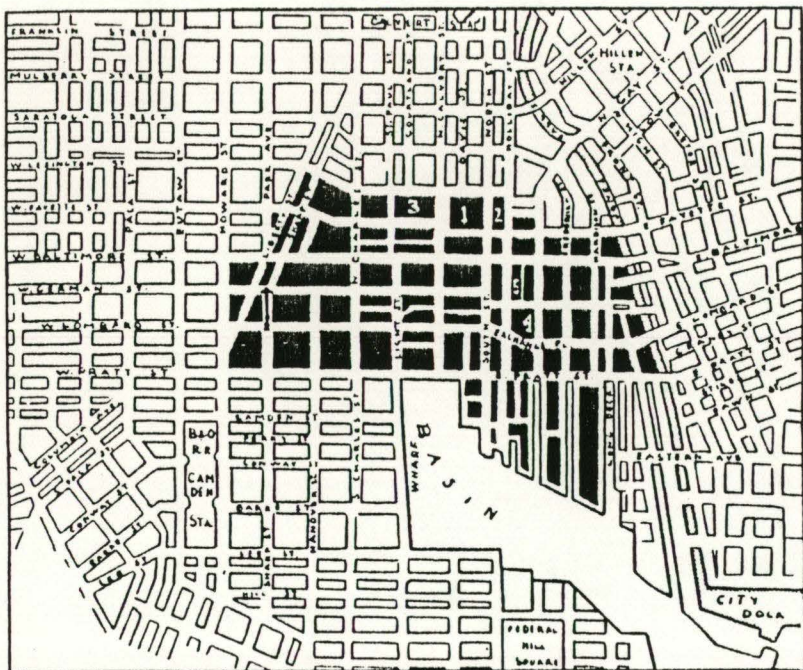
### POST-WAR

The City in 1945 faced major problems of readjustment and rehabilitation which had been accumulating through the crises of the Great Depression and World War II. The decay was most extensive in a ring surrounding the downtown core; one third of the city's houses were in blighted areas. This inner city decay and post-war prosperity accelerated suburban growth. The Central Business District suffered as fewer people shopped downtown.

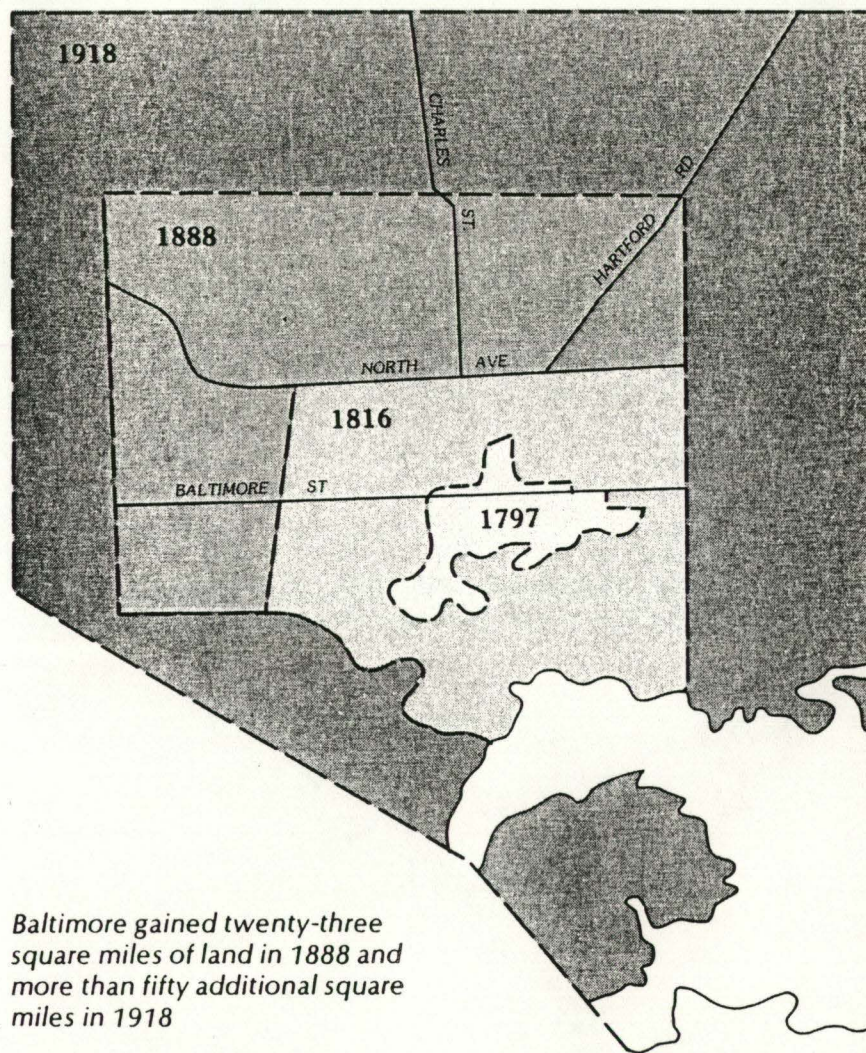
Several programs were begun to reverse the decay. A system of housing rehabilitation was developed, along with ones to provide for public and educational facilities and improved transportation networks.

The future course of Baltimore's redevelopment was set in the mid-1950's as a pattern of cooperation between the City's residents, business leaders, and government officials began to evolve.





*The Great Fire of 1904  
demolished 140 acres in the  
heart of the downtown business  
district*



*Baltimore gained twenty-three  
square miles of land in 1888 and  
more than fifty additional square  
miles in 1918*

## City Growth



**City Redevelopment  
& The Inner Harbor**

## BALTIMORE: REDEVELOPMENT

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### THE GREATER BALTIMORE COMMITTEE

The major force behind the City's redevelopment has undoubtedly been the local business community. Their support and work has been the backbone of progress.

In 1953, as the City was nearing municipal bankruptcy and in a state of physical decay, developer and mortgage banker James Rouse was among the key figures in organizing the business community. The goal was to educate the business people to view the City as a project worth working for; the reasoning was that these were the people with the greatest stake and responsibility in Baltimore's future.

The Greater Baltimore Committee was formed in 1955 to create a public/private partnership to work with the City; to make possible the involvement of business in the creation and execution of new development.

A planning commission was organized, which set out to define Baltimore's problems and then developed a concrete program to revive and promote the City. A master plan for 1,000 acres of downtown land was commissioned.

### CHARLES CENTER

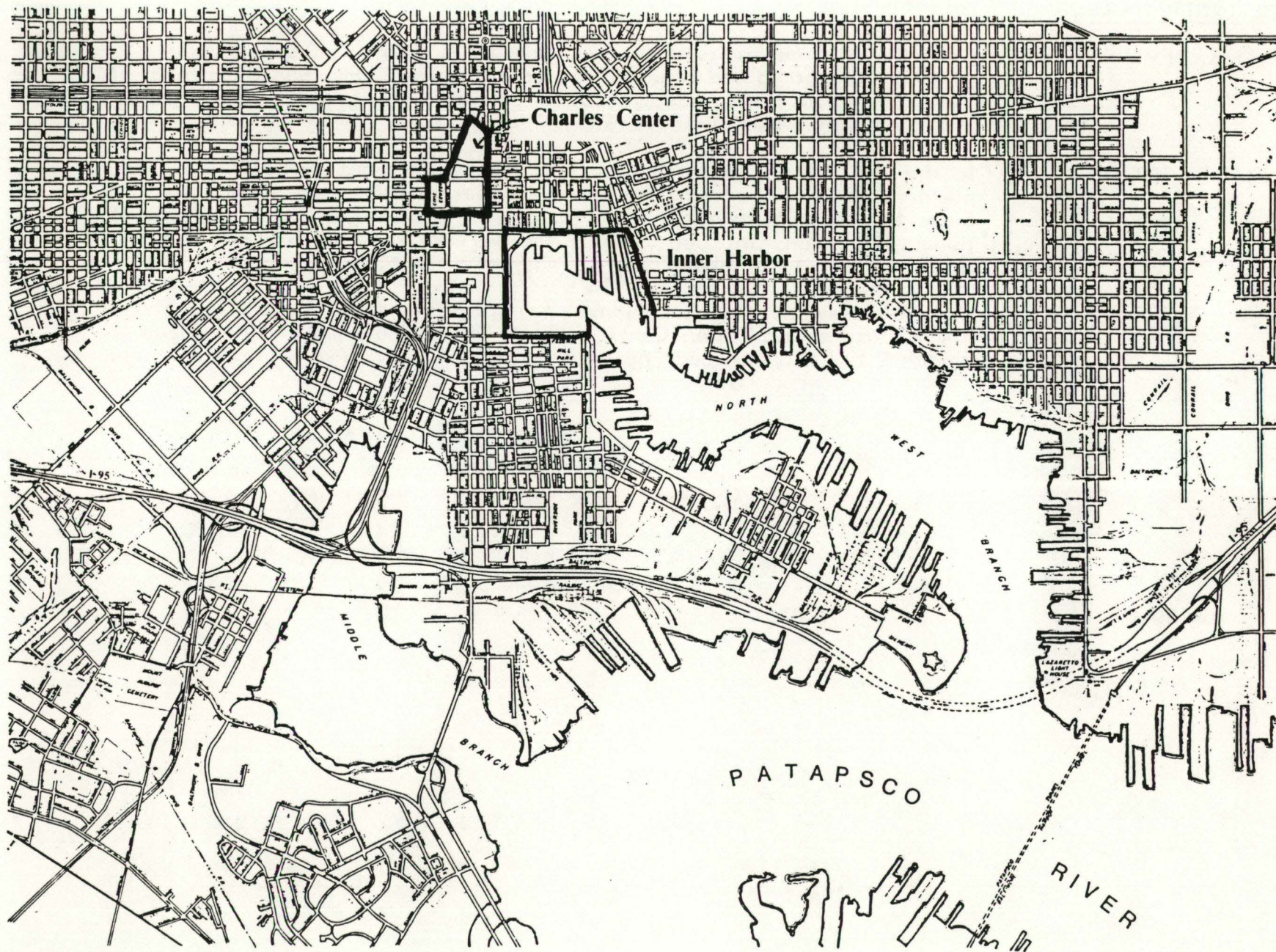
The proposal for Charles Center, a new central business district, was undertaken in 1958 and encompassed 33 acres of new facilities. They included office space, a theater, parking, housing, a civic center, and public open space. It became a model project, a development which got the decision-makers involved; private business financed a majority of the costs.

Great attention was paid to design, height limitations, and the public environment. Guidelines for these projects were established through the creation of an architectural review board. This led to the creation of the present Charles Center Inner Harbor Management, Inc., a non-profit corporation formed in 1965, which provides management for Baltimore's downtown redevelopment projects. It makes available to the City government the skills and expertise necessary for large community developments, which are not normally found in government agencies.

All projects in the Central Business District and Inner Harbor are subject to review and acceptance by Charles Center Inner Harbor Management, Inc.

Following the initial developments in the Charles Center area, attention turned to the Inner Harbor and its revitalization.





Downtown Baltimore & Port



## THE INNER HARBOR

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### INITIAL DEVELOPMENT

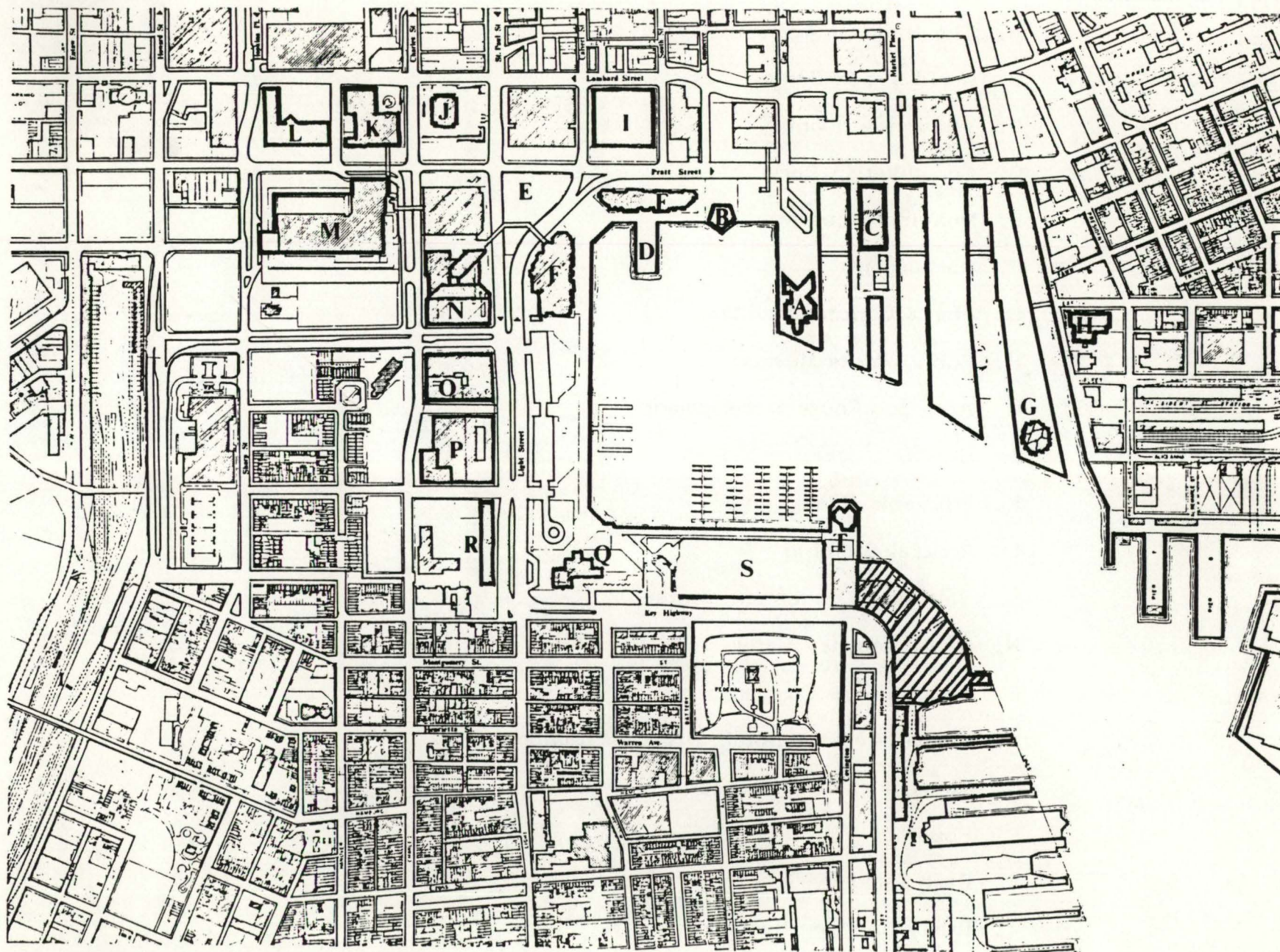
Once the City began its emergence from a long period of urban decay, attention turned to the Inner Harbor. The overall goal was the return of the shoreline to public use, reestablishing it as the gateway to the City and the Central Business District.

### IMPLEMENTATION

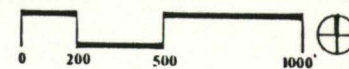
In the 1960's the City condemned and cleared the area; by 1971 the old piers were demolished; in 1974 plans for Harborplace were announced. Since that time, development has focused on the establishment of recreational, education, and cultural facilities serving the citizens and growing numbers of visitors to the City.

One of the most instrumental developments of the Inner Harbor has been the Baltimore Convention Center, which now attracts major conventions to the City, and has made necessary the construction of many new hotels.





The Inner Harbor



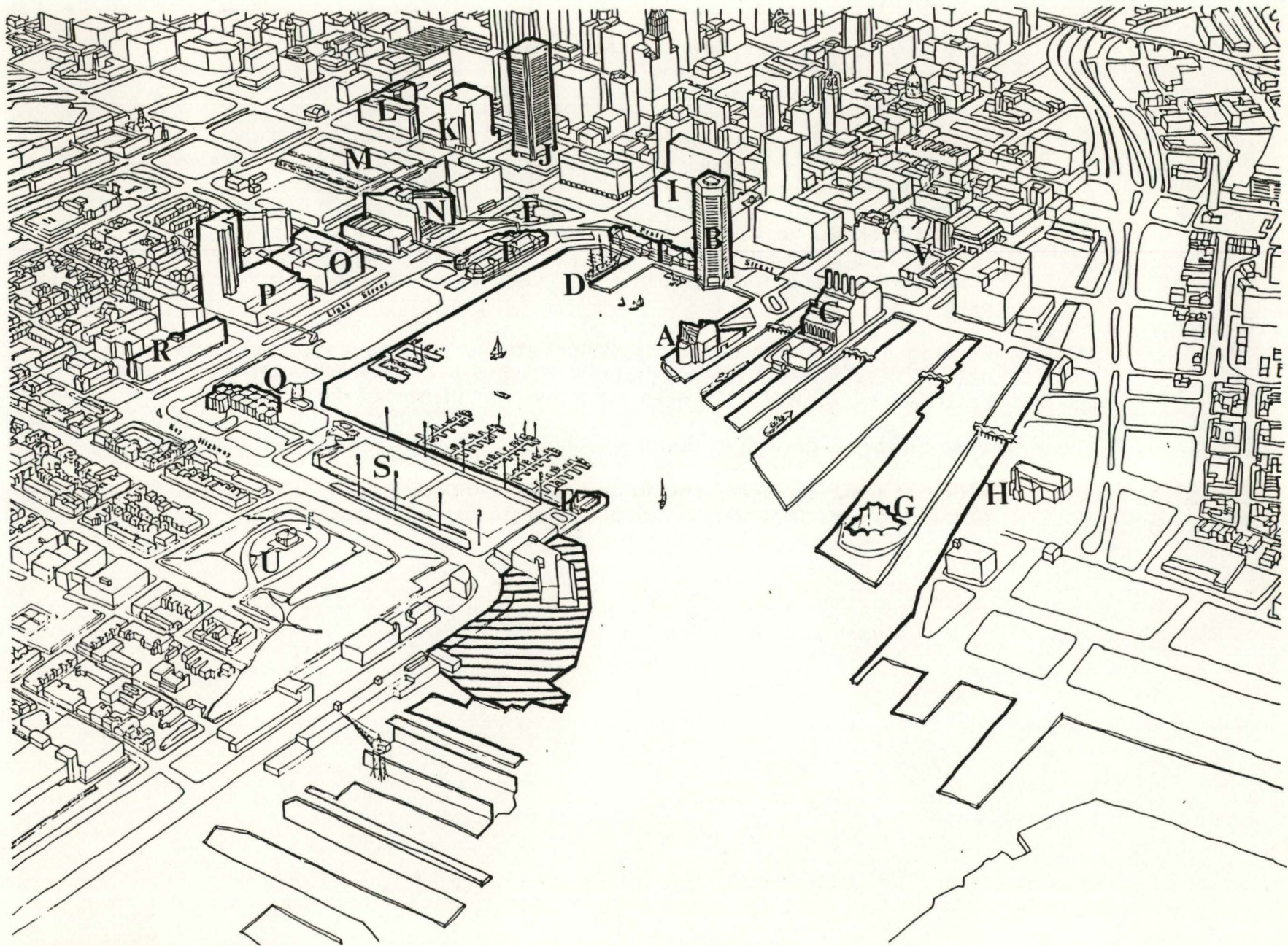


## THE INNER HARBOR: ATTRACTIONS & ACTIVITIES

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- A. The National Aquarium
- B. World Trade Center
- C. The Power Plant
- D. Constellation Dock
- E. McKeldin Square
- F. Harborplace
- G. Pier 6 Concert Pavillion
- H. Public Works Museum
- I. Area 5: Rouse Development
- J. USF&G
- K. Equitable Bank Center
- L. Federal Building
- M. Baltimore Convention Center
- N. Hyatt Regency Hotel
- O. McCormick & Company
- P. Harbor Court - Hotel, Offices & Condominiums
- Q. Maryland Science Center
- R. Housing
- S. Rash Field
- T. Rusty Scupper Restaurant
- U. Federal Hill





The Inner Harbor



## VEHICULAR CIRCULATION & PARKING

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### STREETS

Many of the major downtown streets terminate at or surround the Inner Harbor. The new extension of I-95 from the south makes access to the Inner Harbor very easy.

Key Highway, the street on which the project site is located, is a major commercial street and truck route from downtown to the industrial areas of south Baltimore. For visitors, it is also the link to Fort McHenry.

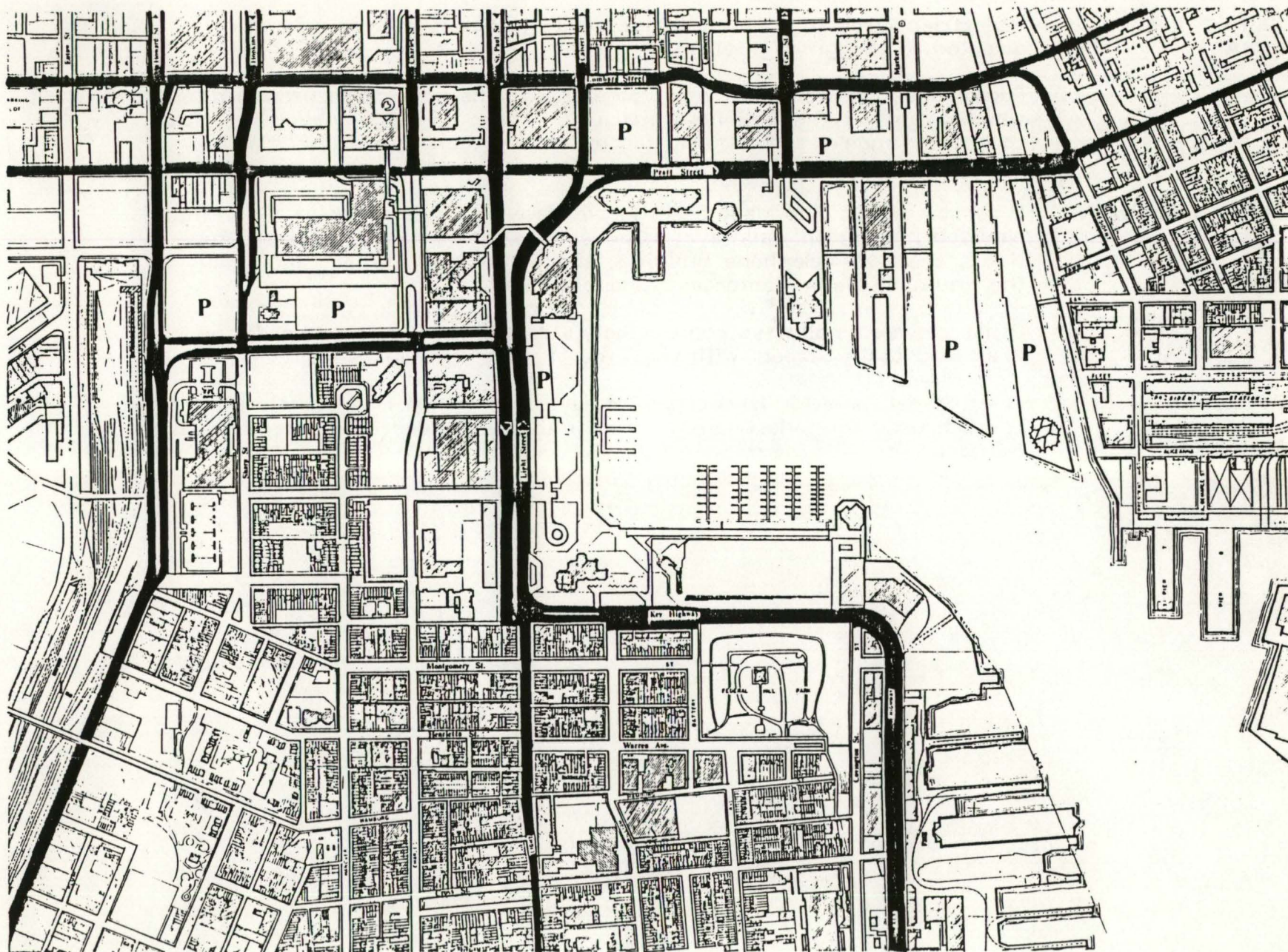
Vehicular access to Federal Hill is by Light Street or Key Highway; the residential streets allow short term parking. The major entrance to the park itself is from its southern edge; vehicles are not allowed inside the park.

### PARKING

Parking in the Inner Harbor is still relatively easy, even as new commercial developments are completed. Piers 5 & 6, accessible off of Pratt Street, provide the greatest amount of visitor parking.

Most of the large public buildings, hotels, and office buildings provide garage space. The City requires commercial developers to provide parking which at least replaces, and in many cases increases, the number of parking spaces that were available prior to new construction.





The Inner Harbor





## PEDESTRIAN CIRCULATION

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### THE PEDESTRIAN PROMENADE

Pedestrian circulation through the Inner Harbor is increasingly more oriented to the great numbers of visitors to the area.

Footbridges connect Piers 3, 4, 5, and 6 to the pedestrian promenade which begins at the National Aquarium. The promenade, paved in brick, completely encircles the Inner Harbor, and presently terminates at the Rusty Scupper Restaurant at the southeastern edge of the harbor.

### ELEVATED WALKWAYS

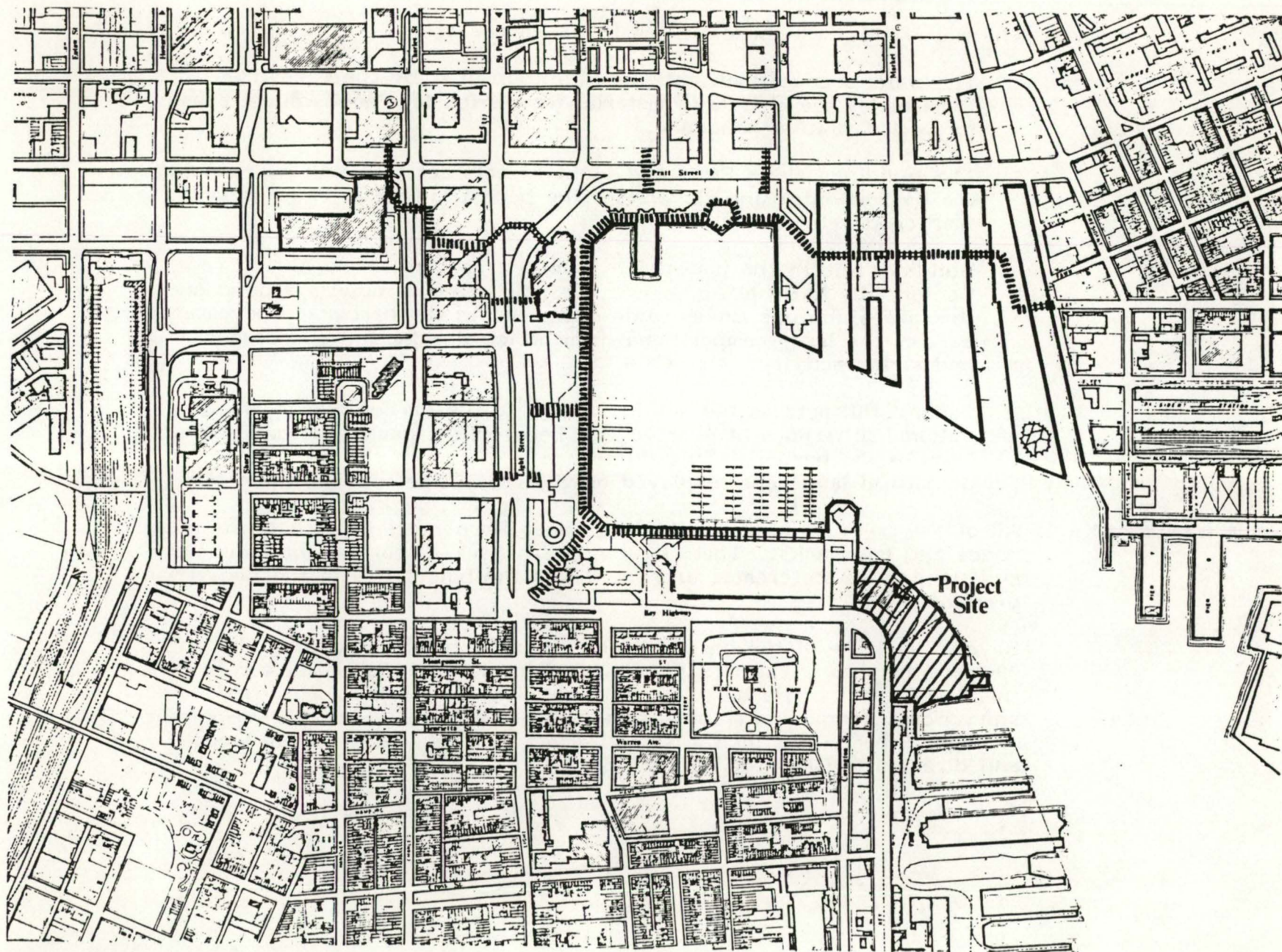
It is now possible to walk from Harborplace to Charles Center by means of elevated pedestrian walkways. Connections are made at the Hyatt Regency Hotel, the C&P Telephone Building, the Convention Center, and finally at the Equitable Bank Center and Shopping Mall.

Other elevated walkways connect hotels and office buildings bordering Pratt and Light Streets with the Inner Harbor Promenade.

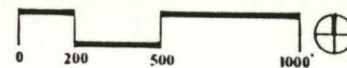
### PRATT STREET

Pratt Street, a major landscaped boulevard on which many hotels are located, is much used by pedestrians in transit to the Convention Center and Inner Harbor.





The Inner Harbor





## SPATIAL ANALYSIS

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### EDGES

The major edges which define the Inner Harbor are:

1. The water's edge itself and the definition of it by the Pedestrian Promenade; the change in material from brick to a solid concrete band forms a definitive boundary.
2. The buildings along Pratt and Light Streets act as a wall surrounding the harbor, enclosing the water, the pedestrian zone, and a heavily trafficked vehicular zone.

Buildings within the pedestrian zone--Harborplace, The World Trade Center, the National Aquarium, etc., act more as objects around and through which one moves while experiencing the harbor. They are part of the large compositional form which directs and encourages pedestrian activity.

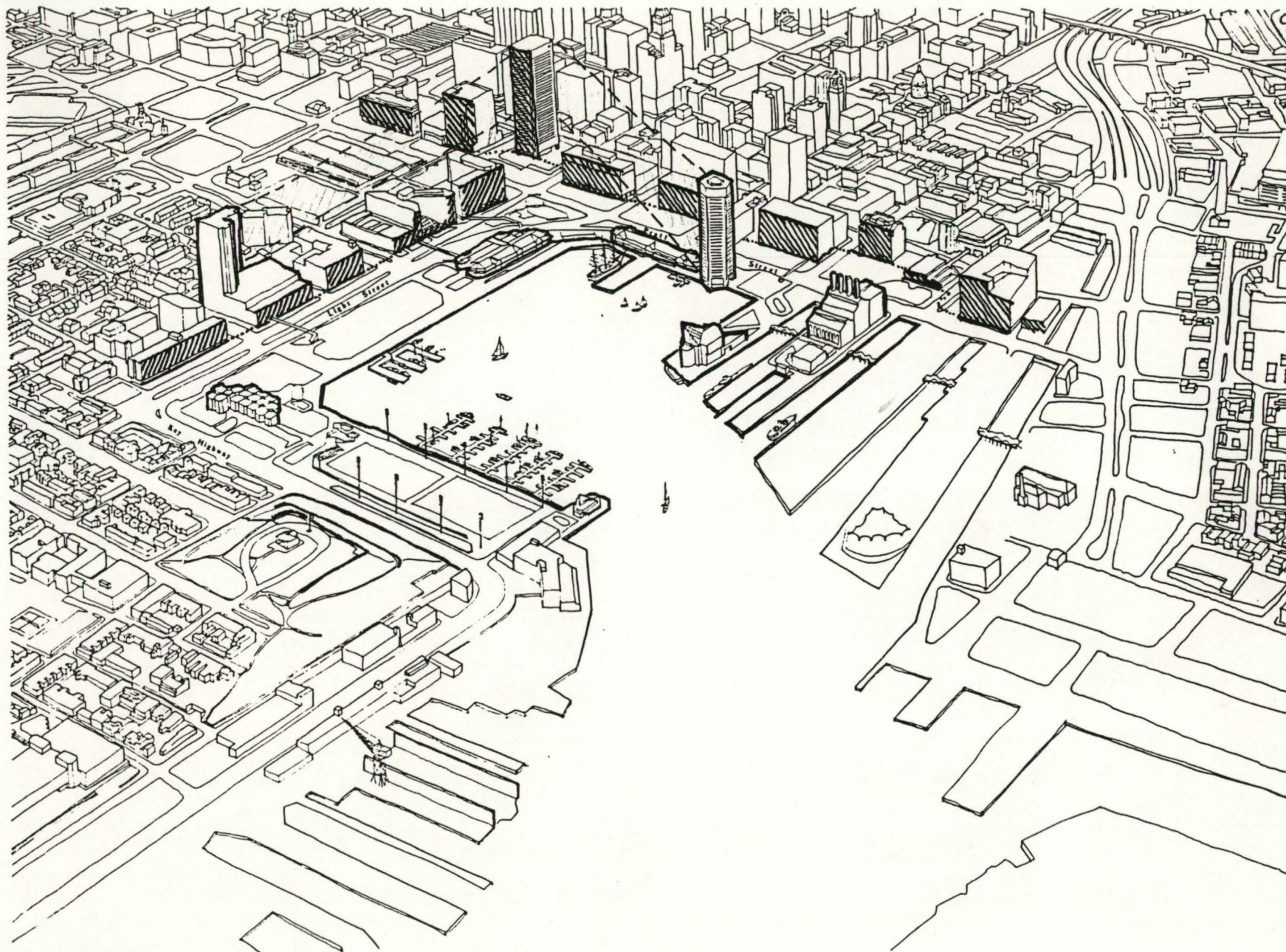
3. Federal Hill acts as the southern edge to the harbor due to an elevational difference of over 80 feet between the park and the water level of the harbor. This difference is visible in the broad expanse of natural landscape displayed on the north side towards the harbor.

### NODES & LANDMARKS

All of the major buildings within the Inner Harbor act in some sense as nodes and landmarks. Their location at corners, important intersections, and turning points creates and reinforces the boundaries of the pedestrian promenade.

Beyond the zone of the harbor itself, the most notable building, due to its 39-story height, is the U.S.F.&G. Building, located diagonally across from the open corner of Harborplace. Its position, in combination with the 33-story World Trade Center and the new 29-story Harbor Court Development on Light Street, sets up the spatial effect of a triangle which is focused and directed towards the harbor.





The Inner Harbor



## **City Analysis**



## REGIONAL TRANSPORTATION

### HIGHWAYS

I-95 presently bypasses the downtown area to the southeast, via the Harbor Tunnel Thruway.

A new leg of I-95 will open in 1985, upon the completion of the new Fort McHenry Tunnel. This tunnel, the largest project in the history of the Interstate Highway Program, will be eight lanes in width and will help substantially in alleviating traffic problems for north and southbound travellers.

I-695 completely surrounds the City of Baltimore (the Baltimore Beltway).

I-83 and I-95 Spurs provide access to the City from the north and south, terminating in the downtown area.

### RAIL

Baltimore is served by major Amtrak routes; Penn Station is located north of the central business district.

### AIR

Baltimore-Washington International Airport (BWI) is located 10 miles south of Baltimore City.

The airport was completely renovated and enlarged in the late 1970's.

Access to downtown Baltimore from the airport is fast and inexpensive.

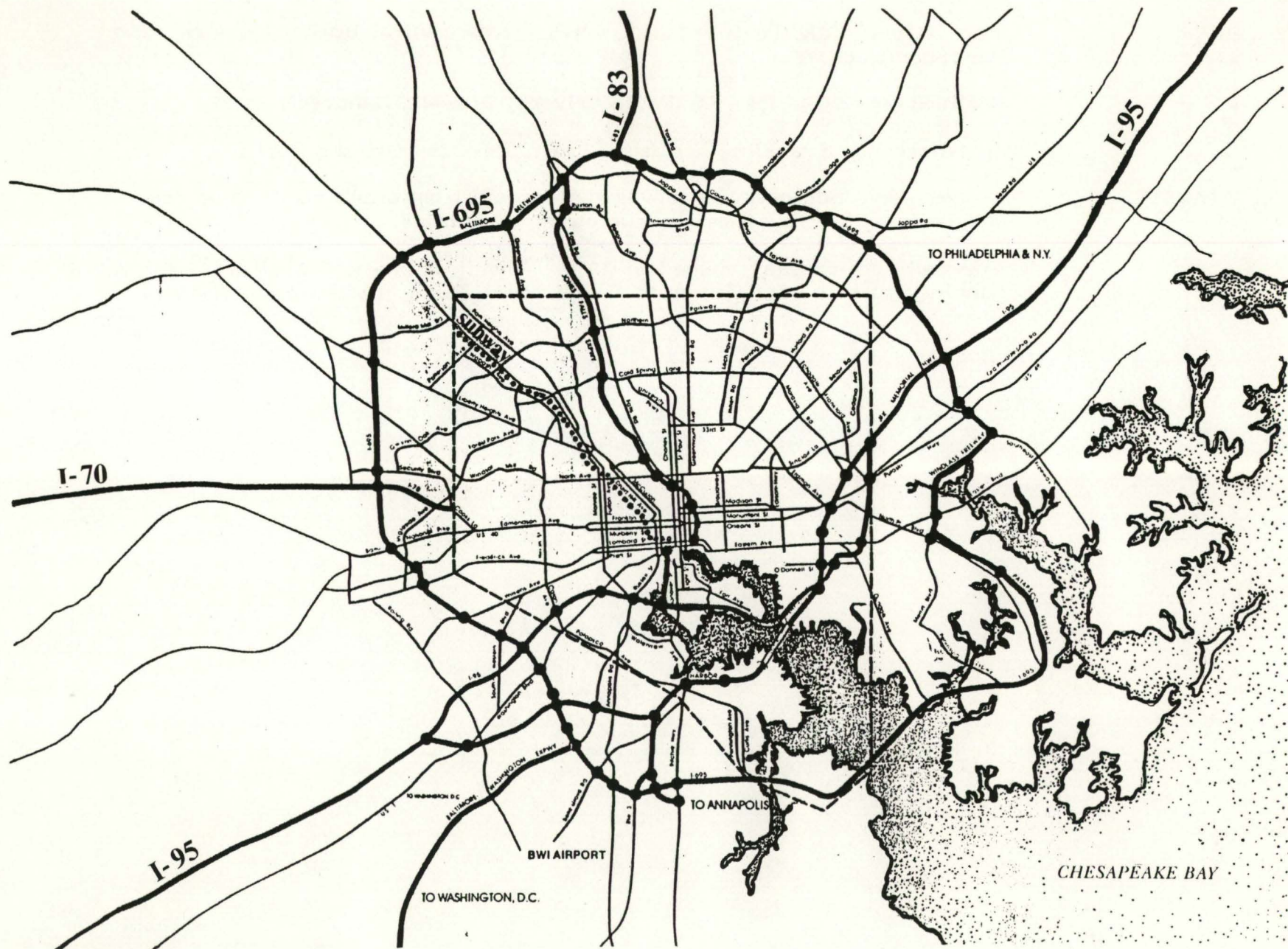
In 1983, 4.6 million people travelled through BWI.

### WATER

The Dundalk Marine Terminal for passenger ships is located south of the City. Presently there is no regular service, but passenger cruises occasionally originate from the port.

The extensive network of shipping channels links the Port of Baltimore with other major shipping centers. Recent dredging operations in the Chesapeake Bay have made the port accessible to a greater number of large ships.





**Metropolitan Baltimore**



## CITY TRANSPORTATION & MOVEMENT SYSTEMS

### VEHICULAR

Major streets link the Interstate routes to the Central Business District and the Inner Harbor:

North-South: Charles, St. Paul, Calvert, Russell, Hanover

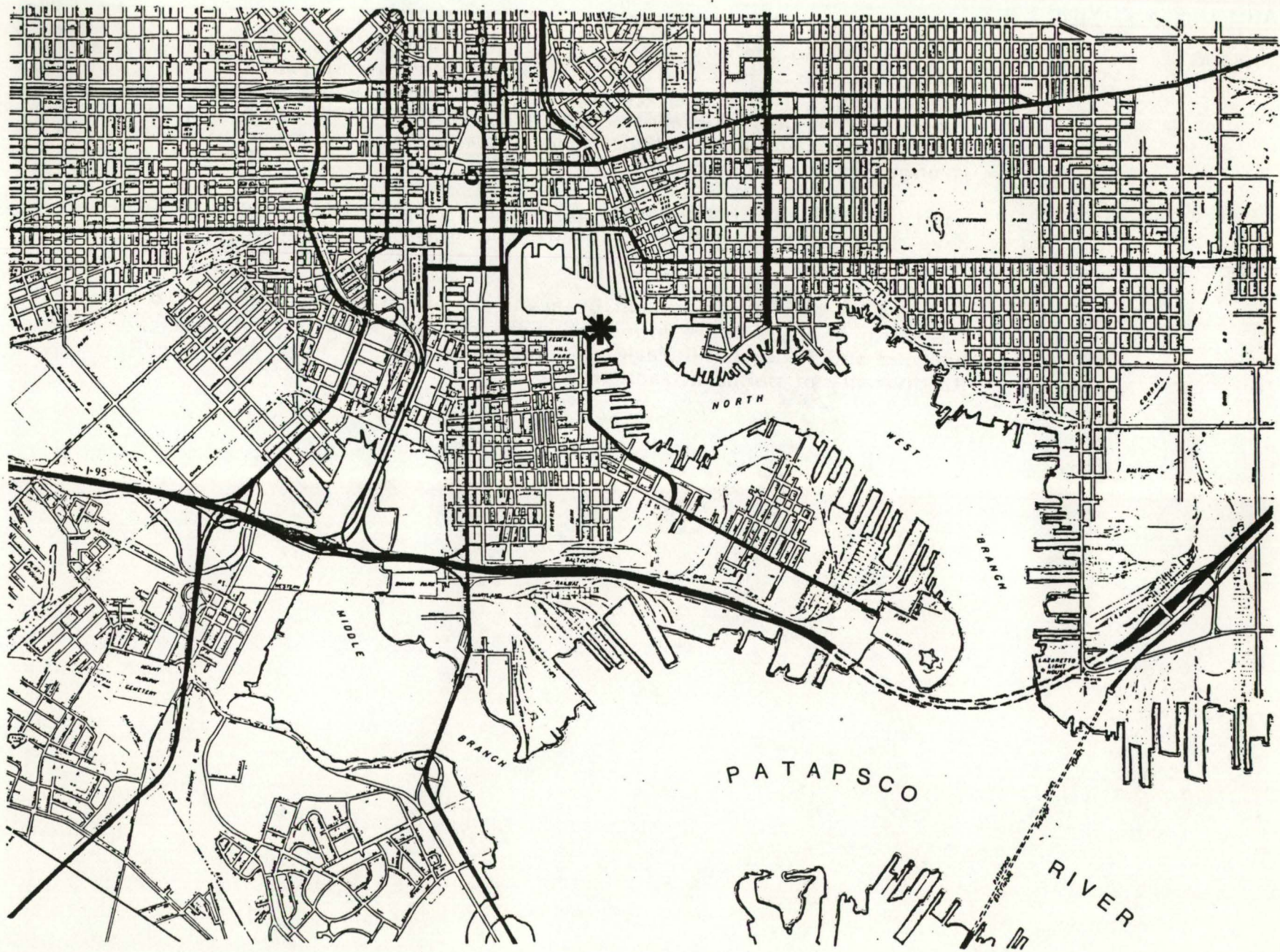
East-West: Franklin, Lombard, Pratt, Fayette, Orleans

### MASS TRANSIT

An extensive bus network serves the downtown area and also brings commuters into the City from the surrounding counties.

The Baltimore Subway opened in 1983. The first line is 8.5 miles in length, running from Charles Center to Reisterstown Plaza, northwest of the city.





Downtown Baltimore & Port



## LAND USE & ZONING

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### GENERAL

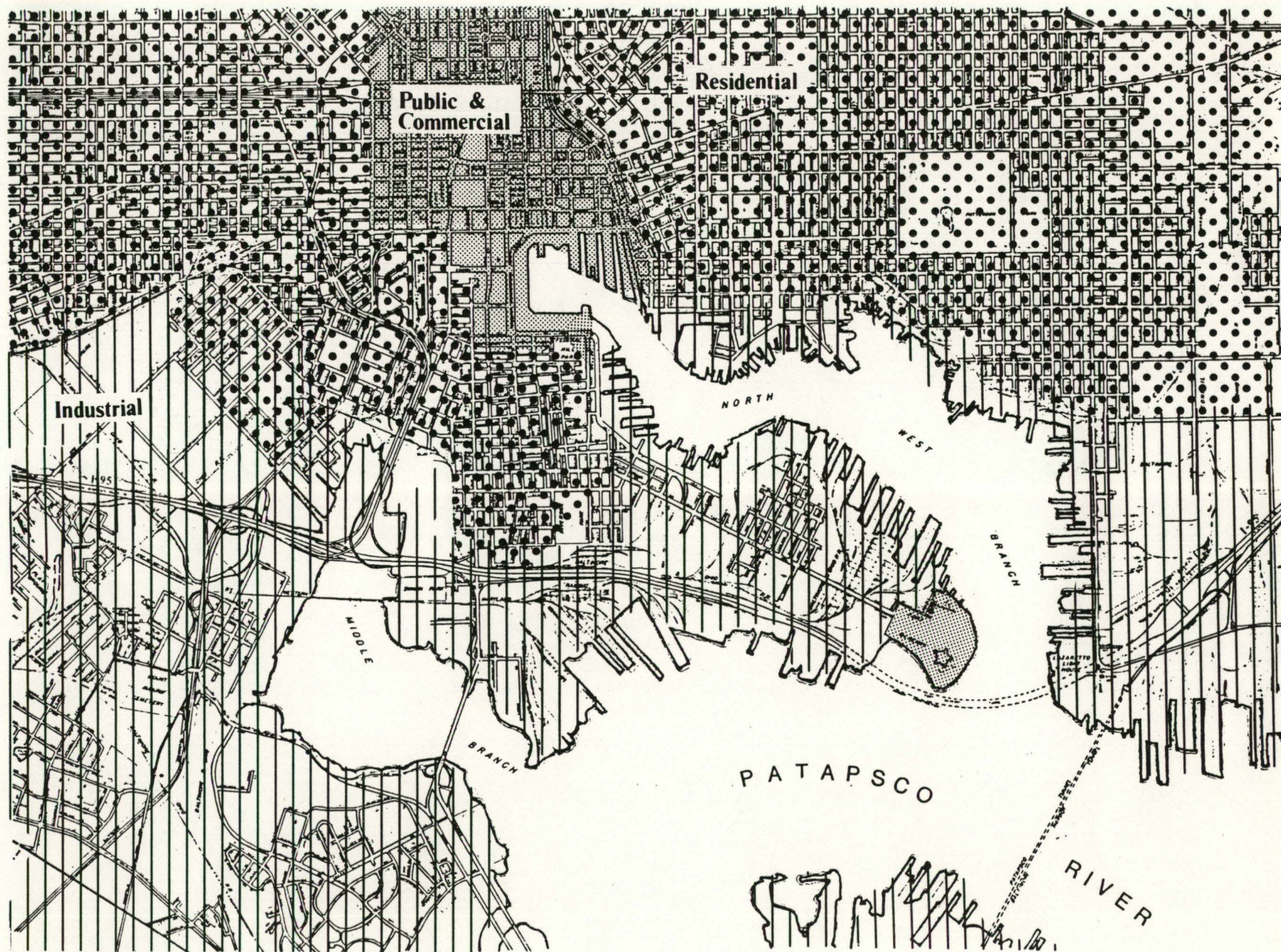
Land use within the city center and surrounding port area is of a highly mixed character. Port and shipbuilding facilities occupy much of the water's edge, while areas of residential and commercial use are generally inland. The Central Business District is located to the north of the Inner Harbor, and its relationship to this area has been made much stronger by the redevelopment of the Inner Harbor.

Land use patterns, established very early in the development of the city, have generally been maintained as the city grew outward from the Inner Harbor.

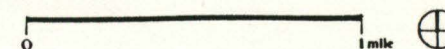
### PROJECT SITE

The project site is surrounded by a variety of land use patterns. To the south of the site are industrial piers, a small scale residential neighborhood and Federal Hill Park. To the north lies the Inner Harbor and its diversity of public attractions.





Downtown Baltimore & Port · Zoning





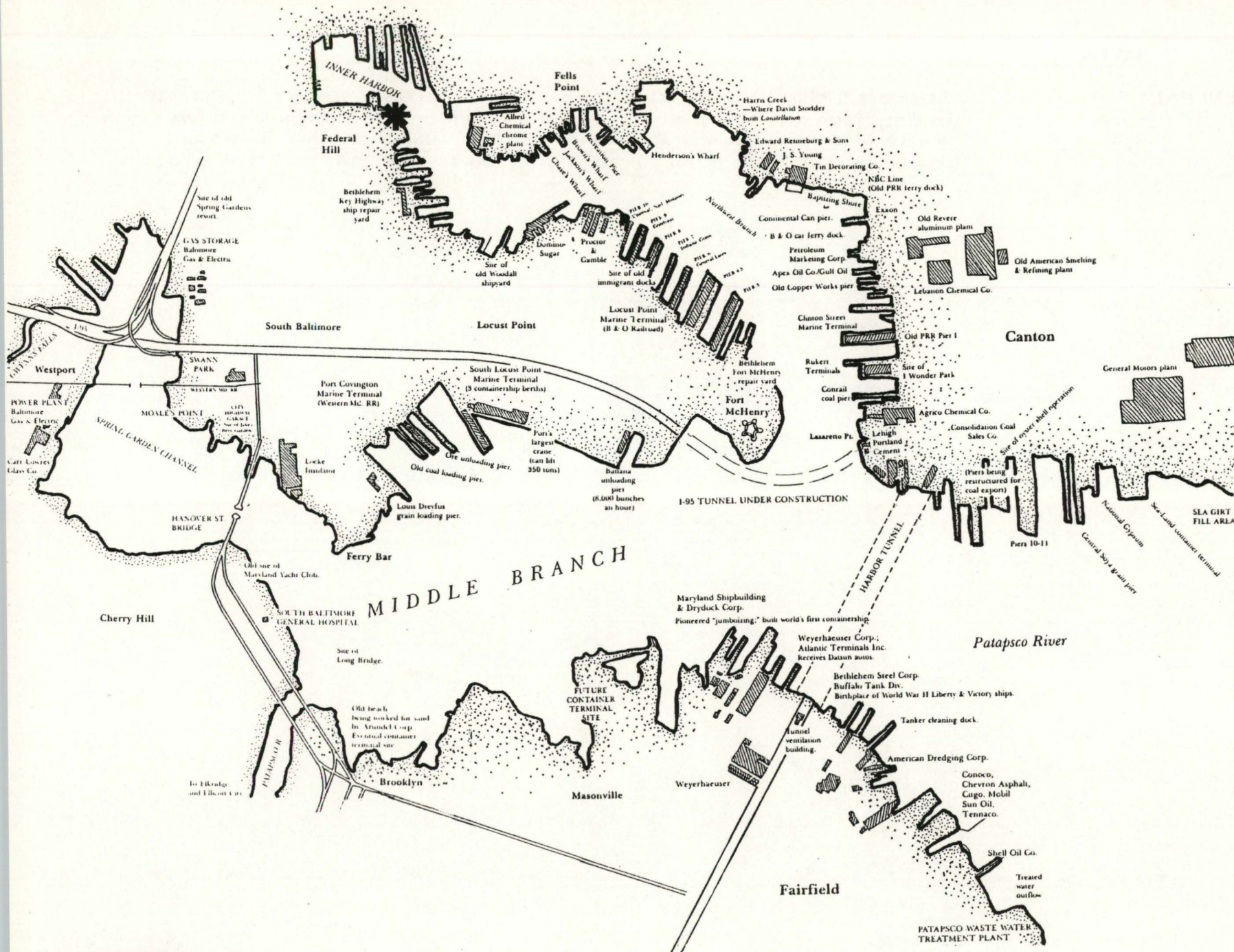
## PORT INDUSTRIES

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### GENERAL

The port, and the economic base it provides for the city, has been historically the backbone of Baltimore's development. Shipping, shipbuilding and heavy industrial facilities still maintain their position as a critical economic generators for the city.





## Port Industries



## CLIMATE DATA

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### GENERAL

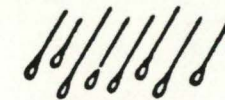
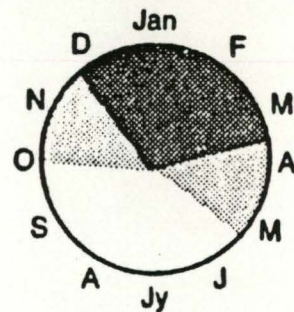
Baltimore's climate is a mixture of extremes. Summer weather is characterized by high temperatures and humidity, while winter months are often severe in terms of temperature and snowfall. Rapid changes in seasonal characteristics often occur, resulting in shorter "spring" and "fall" seasons.



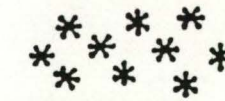
**Elevation: 155 feet**

Relative Humidity: 67%  
Wind Speed: 9.5 mph

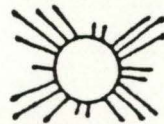
**Seasonal Change**



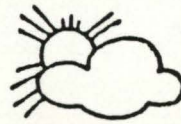
Annual  
Rainfall 40 in



Annual  
Snowfall 22 in



Clear  
106 days



Partly Cloudy  
109 days



Cloudy  
150 days

Precipitation Days: 112 Storm Days: 28

**Average Temperatures**

	Daily High	Daily Low	Monthly Mean
January	41.9	24.9	33.4
February	43.9	25.7	34.8
March	53.0	32.5	42.8
April	65.2	42.4	53.8
May	74.8	52.5	63.7
June	83.2	61.6	72.4
July	86.7	66.5	76.6
August	85.1	64.7	74.9
September	79.0	57.9	68.5
October	68.3	46.4	57.4
November	56.1	36.0	46.1
December	43.9	26.6	35.3

Zero-Degree Days: 0

Freezing Days: 100

90-Degree Days: 31

Heating- and Cooling-Degree Days: 5,837



# Federal Hill



## FEDERAL HILL

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### BACKGROUND

Federal Hill is a park and residential district located to the south of the Inner Harbor; it affords one of the finest vistas to the Harbor and skyline. It was originally known as "John Smith's Hill," after the explorer's early visits. He described the hill as "a great red bank of clay flanking a natural harbour basin." Today the park is a memorial to the Revolution, its name dating from the 1788 celebration of the ratification of the U. S. Constitution.

The hill became a fort during the Civil War and was used by the Union troops in the protection of the city.

There are a number of winding subterranean passages under the hill, and their origin, although uncertain, was possibly during the Civil War for defensive purposes.

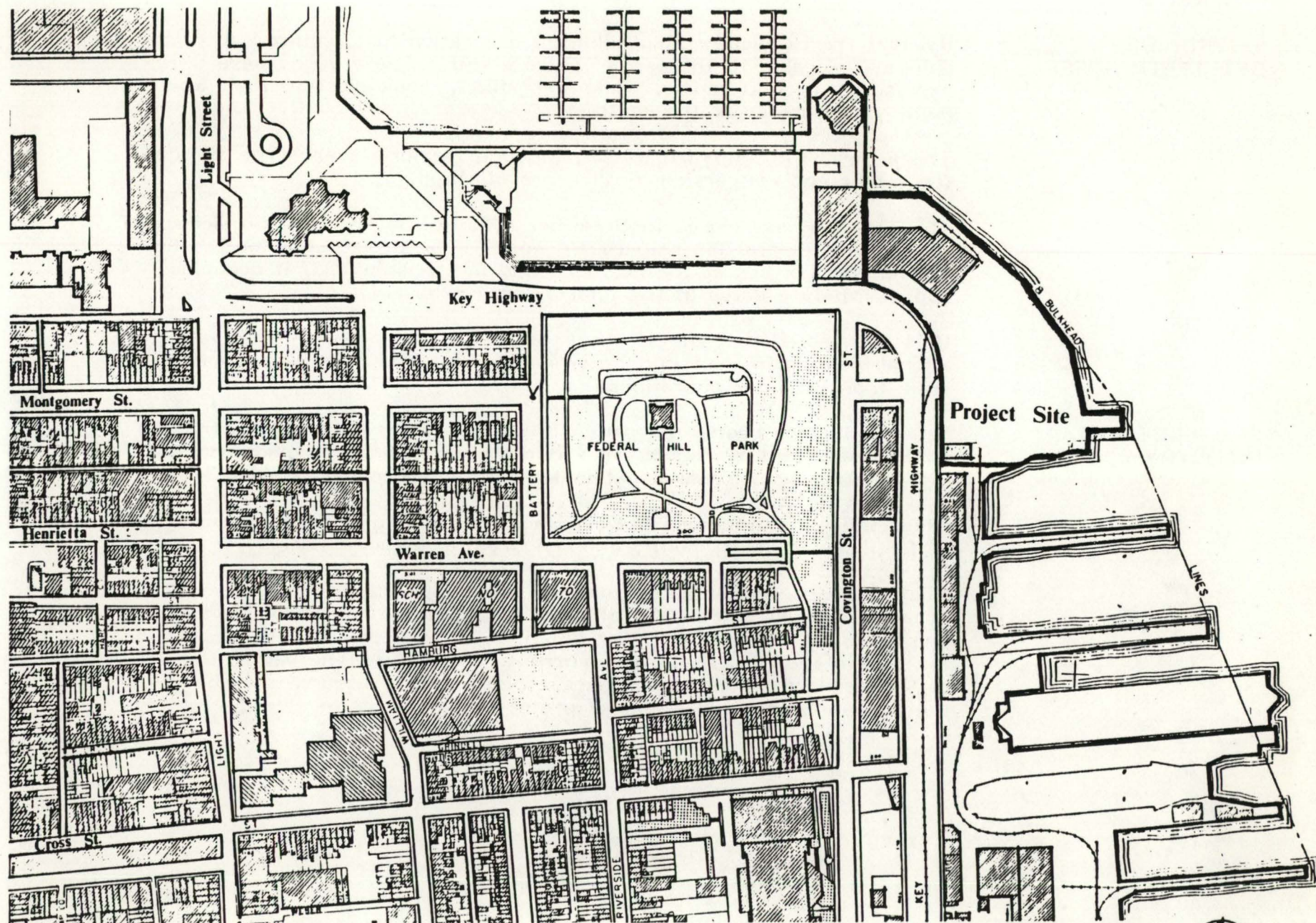
### SHIPBUILDING

From the earliest days of Baltimore's commercial growth and the stirrings of the steamboat era, Federal Hill has played an active role in the production of ships. With Fells Point as the major center for the building of the Baltimore Clipper ship, Federal Hill's shipyards were involved in steamboat design and production.

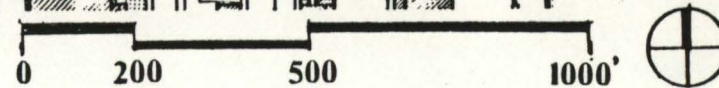
The first known shipyard in Federal Hill was in operation in the 1700's and later constructed ships called "xebecs" which were used during the War of 1812.

The shipyards increased in number until they completely surrounded the eastern and northern sides of Federal Hill. Although the eastern shipyards still remain today, the northern yards were eliminated during the 1950's as Baltimore began to make modifications to the harbor.





**Federal Hill**





## FEDERAL HILL

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### SHIPBUILDING/ BETHLEHEM STEEL

By 1921 the Bethlehem Shipbuilding Corporation had acquired all of the shipyards located to the east of Federal Hill. These yards were used exclusively in ship repair, while shipbuilding took place in their Sparrows Point yard further to the south.

The Federal Hill shipyard was equipped to perform every type of work in the repair and conversion of all types of ships.

The shipyard was closed in December 1982 due to economic problems and the lack of demand for ship repair work. The project site for the hotel/marina complex lies at the northern end of the shipyard; it occupies approximately 7 acres of the total 39 acre property.

It is anticipated that the southern portion of the property be made operational once again, but under new ownership, and on a much smaller scale than previous operations.

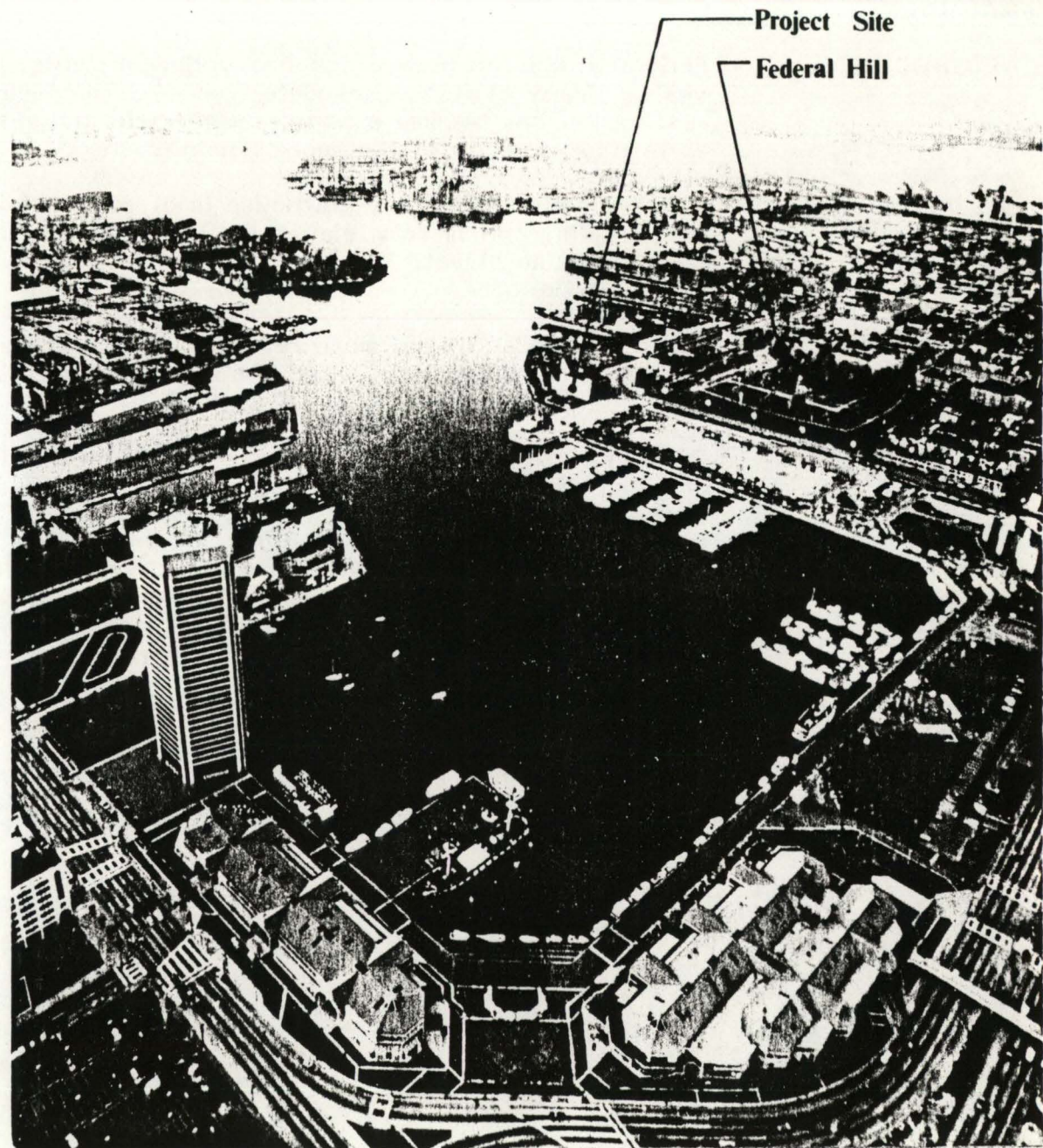
### COMMERCE AND INDUSTRY

Federal Hill has been the location of many local industries; as early as 1794 glassmaking operations were underway, with sand mined from the Hill (another possible explanation for the underground tunnels).

Other industries included the canning and packing of food, manufacture of fertilizer, plaster, paint, and the brewing of lager beer.

The Baltimore Copper Paint Company began operations in 1870, and its present facilities are on Key Highway, adjacent to the Bethlehem Steel shipyards. (The northernmost building of the Company will possibly be for sale in the future, as it is currently unused.) The paint produced at this facility contains pulverized copper, and is used in the shipbuilding industry as a means of protecting the keels of ships.





View to South·East from USF & G



## FEDERAL HILL

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### THE NEIGHBORHOOD

Federal Hill is an area which has undergone intense revitalization in recent years. Many of its houses date from the mid-1800's; their renovation and restoration has become a popular undertaking for many urban "homesteaders", as is true in many of Baltimore's neighborhoods.

The typical 19th century rowhouse is of solid brick construction along its party walls, and is from eleven to fifteen feet wide. The length varies from street to street, but the houses are usually in the range of forty to sixty feet long.

In the 1950's and even more recently, many of the brick rowhouses were covered with a concrete-based coating which was patterned to simulate ashlar stone masonry; it is known to Baltimoreans as "formstone".

Present rehabilitation of many streets has included the restoration of the original brick facades and intricate wood mouldings, and even the replacement of cobblestone in the streets. Every year a tour of significant residences is given to the public.

Federal Hill is now among the highest-priced real estate in Baltimore City, due to its prestigious location and wealth of quality housing. Many newcomers to the city are now Federal Hill residents, making it an area of diverse social makeup.





**Montgomery Street • View to World Trade Center**



**The Site**



## THE SITE

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### GENERAL

The project site occupies approximately 3 acres of a 39-acre property which once made up the Bethlehem Steel ship repair yards.

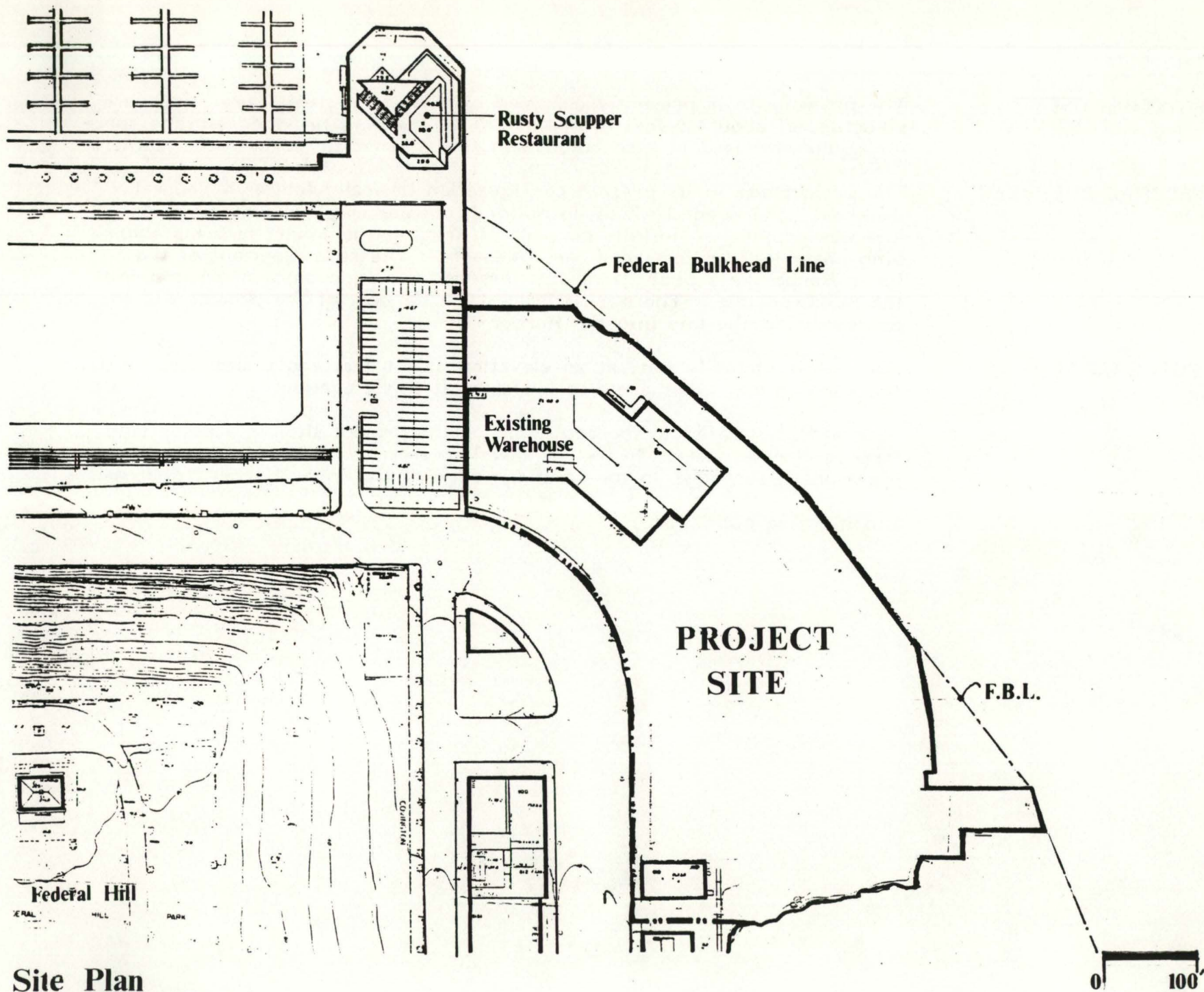
### SURROUNDING USES

The 3-acre parcel of land is bordered by Key Highway, a predominantly industrial road that is a major access route to the factories, industrial buildings, and shipyards to the south, as well as Fort McHenry.

The western edge of the site is bordered by a 2-story parking garage which serves the Rusty Scupper Restaurant, the last commercial facility along the Inner Harbor Promenade.

The northern and eastern site edges are waterfront; the configuration of the site forms an angular corner to the Inner Harbor entrance.





Site Plan



## THE SITE

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### EXISTING USE

The project site is presently occupied by a 3-story steel frame warehouse structure of about 60 feet in height. This building provided storage space for equipment used in association with the ship repair yard to the south.

### FEDERAL BULKHEAD LINE

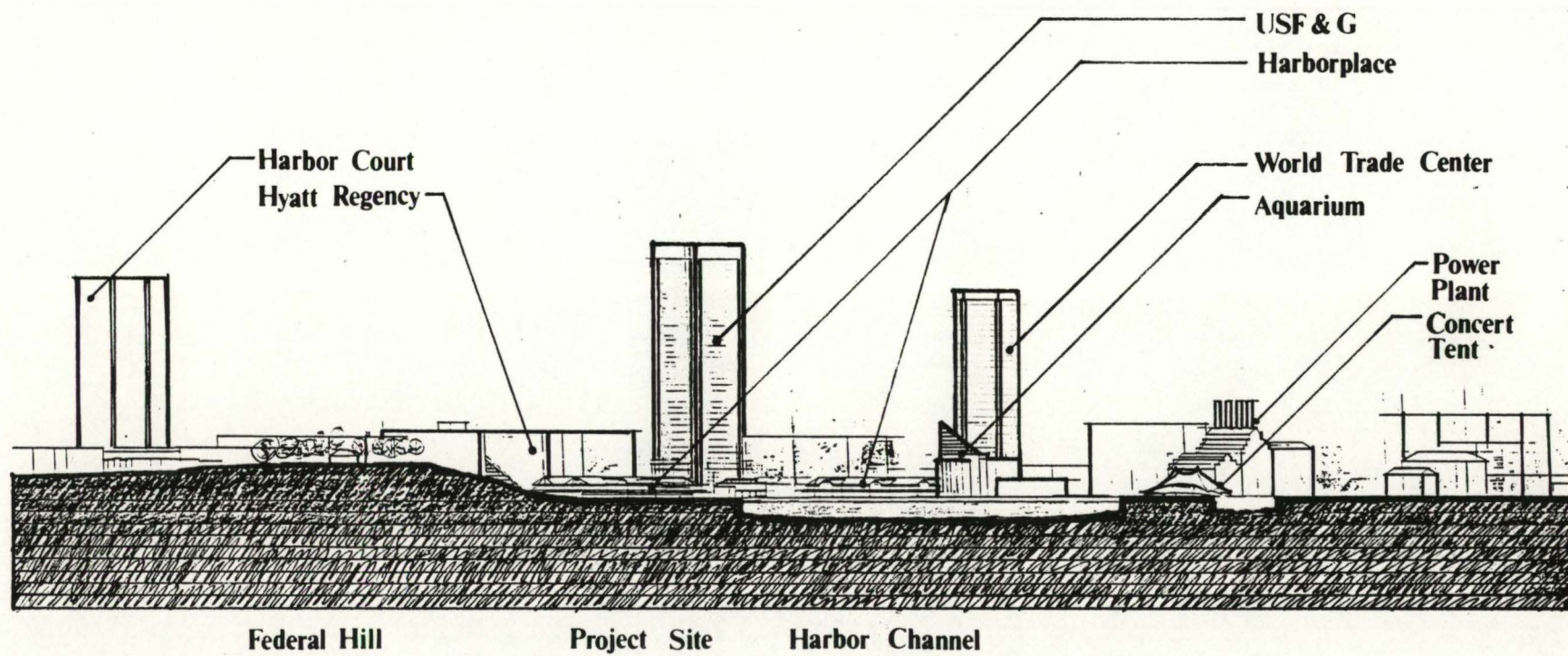
The project site in its present configuration basically follows a Federal Bulkhead Line beyond which no building or pier may be located. This line was established for the purpose of keeping the Inner Harbor's shipping channels free for large cargo vessels. The redevelopment of the Inner Harbor as a public zone has lessened the importance of maintaining the bulkhead line. The marina located to the west of the project site extends beyond the line into the Harbor.

### TOPOGRAPHY

The site is virtually flat, at an elevation of +10 feet above mean sea level; the surrounding areas are also basically at this elevation.

Federal Hill, located to the southwest of the project site, is a major land form, and rises almost 90 feet in elevation from sea level. It forms an important green edge to the southern edge of the Inner Harbor, whereas the areas of the harbor to the north are defined and bordered by mid- and highrise buildings.





**Site Section**



**The Resort Hotel  
& Case Studies**



## RESORT HOTELS: HISTORY, THEMES & IMAGE

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### HISTORY

The hotel as a building type first appeared in the late 1700's as a larger version of the traditional inn, offering facilities suited to formal social life in addition to providing food and lodging. Early American hotels were little more than country inns or taverns, usually based on English models.

The advent of buildings designed specifically for lodging came as travel increased. In 1794, New York's City Hotel opened with 73 rooms. It became a fashionable place for banquets, meetings, dances, and other social events.

### 1800's

Hotels grew in number and level of luxury, and by the 1800's there were the beginnings of the resort hotel, located at beaches, in the wilderness, and at natural mineral springs. European health resorts were emulated as Americans discovered the allure of these social establishments.

### THEMES

The social, historical, and nostalgic aspects of hotels are issues that relate closely to their architectural characteristics. Historically, the resort hotel was designed to meet the needs of a particular time and place, and to live up to the expectations of a particular clientele.

The older hotels that have survived did so because they were able to accommodate changes in fashion, taste, social mores, and economic conditions. Their architecture mirrors the times and embodies timeless qualities of design.

### IMAGE

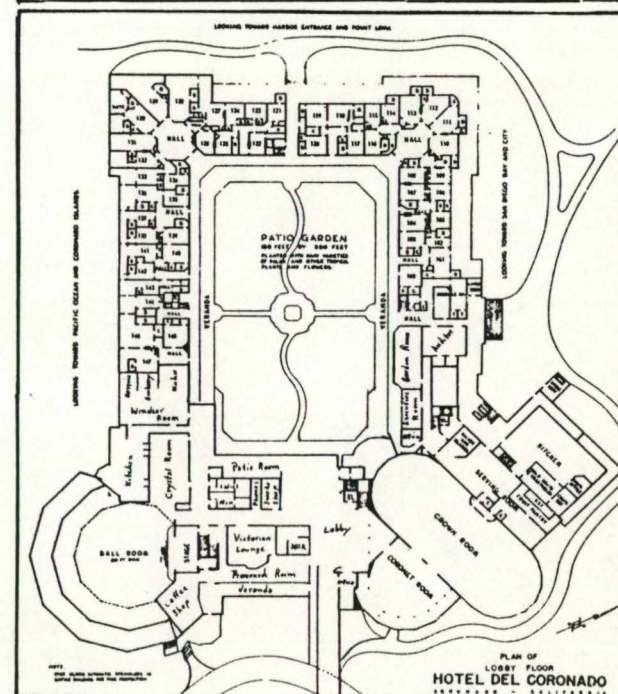
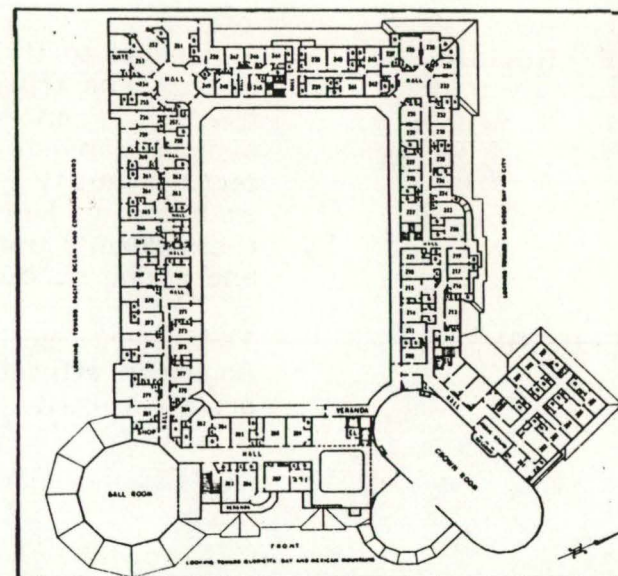
Most successful resort hotels project, to at least some degree, an aura of exclusiveness and provide an arena for a variety of social events. The appeal of many hotels comes from their location and the uniqueness of their setting. Resorts capitalize on a variety of natural and man-made attractions; from the oceans and mountains, to the natural springs, to the gaming tables. The "urban resort hotel" has emerged as a modern counterpart, drawing visitors to rejuvenated cities, offering a variety of activities.

In many instances the resort hotel, in its attempt to delight, exaggerates images and scale; but in successful examples, this does not imply an impersonal atmosphere. The vast and luxurious spaces were created expressly for the enjoyment of the guests.





Hotel Del Coronado





## RESORT HOTELS: HISTORY, THEMES & IMAGE

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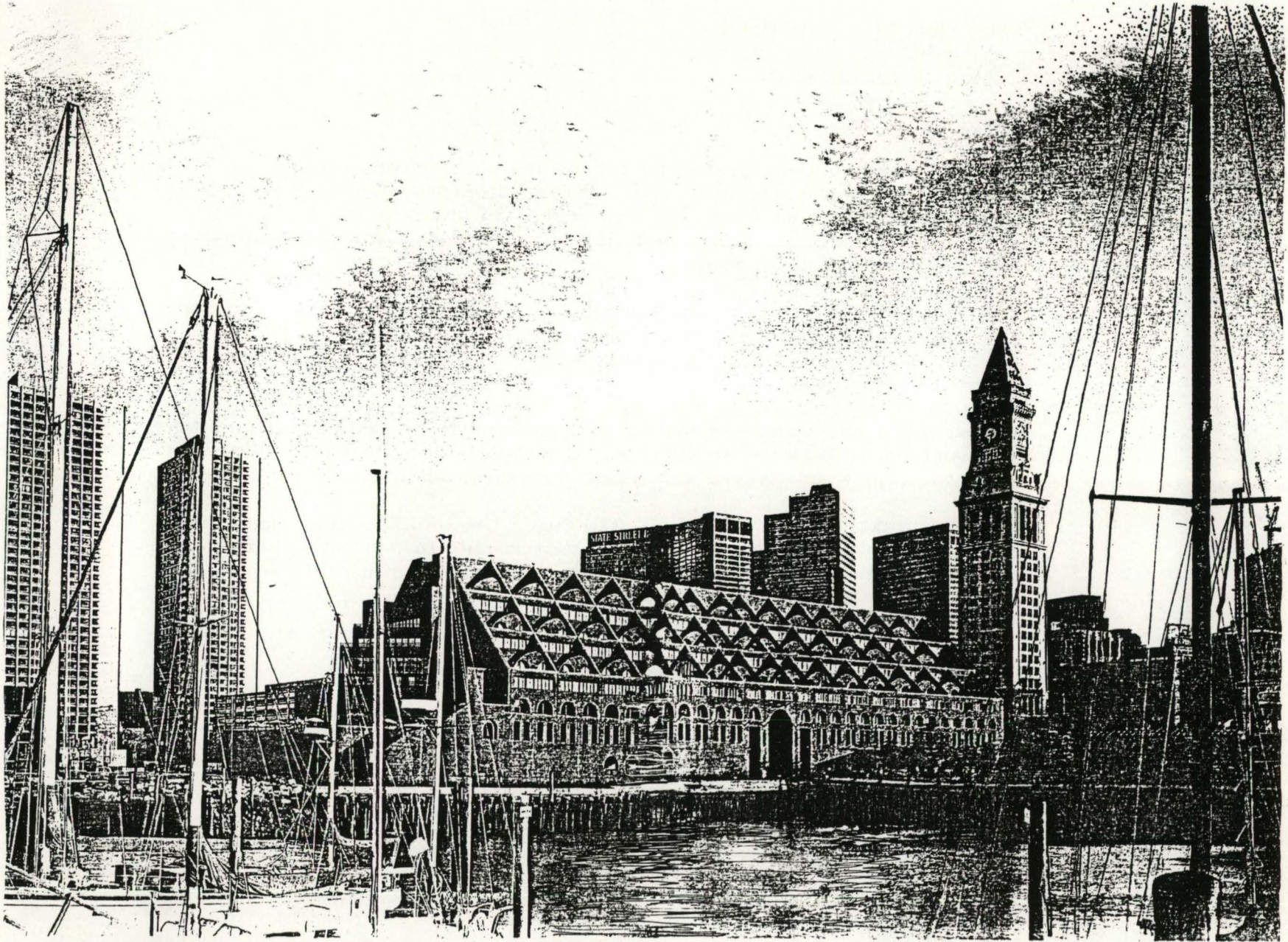
### IMAGE/THE LINERS

A parallel to the grand resort hotel of the mid-20th century is the ocean liner. The truly great ships, such as the Queens Elizabeth and Mary or the S.S. France, were the sea-going counterpart to the resort hotel, and evoked many of the same social images and characteristics. As an architectural entity, they embody images and memories which in many cases are emulated on land. They also parallel many of the great resort hotels in their decline and passing into history, certainly a statement about social and economic change.

### CONCLUSION

The resort, both in historic and present-day examples, reflects the American attraction to novelty and fashion, and the connection between architectural style and cultural aspirations.





**Long Wharf Marriott Hotel**



## HOTELS: CASE STUDY 1

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PROJECT Long Wharf Marriott Hotel

LOCATION Boston, Massachusetts

ARCHITECT Araldo Cossuta

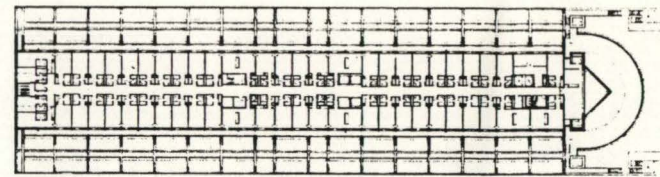
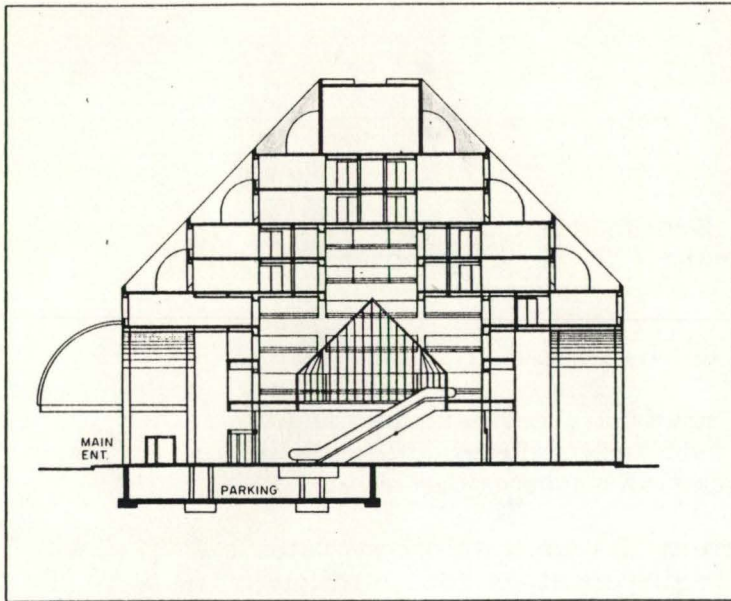
DESCRIPTION The 400 room hotel is located on a prominent waterfront pier in the Boston Harbor. It is very linear in concept, and attempts to project a nautical image in its ship-like form. It also relates to surrounding historic structures, the Chart House and the Custom House, in scale, materials, and patterns of fenestration.

The stepped-back form of the building gives the image of a sloping roof; the setback occurs every two floors in height. The setbacks, however, are not used as guestroom terraces, as one might expect; they are inaccessible roof areas.

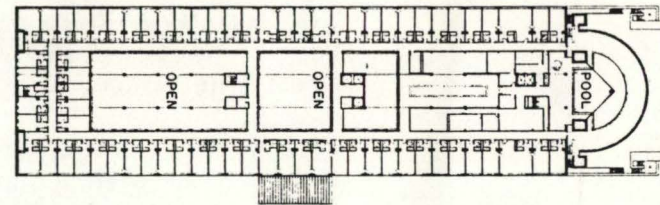
Accessibility and openness to pedestrians seem to be lacking; the building does not invite pedestrian activity. Instead, it occupies the site as a solid through which only a few major punctures allow entry.

In its context, and as an urban structure, the building does make an attempt to relate to its surroundings. It recalls to a great extent, the ocean liner in both plans and elevation. Given the site constraints, this image as manifested seems to be fitting.

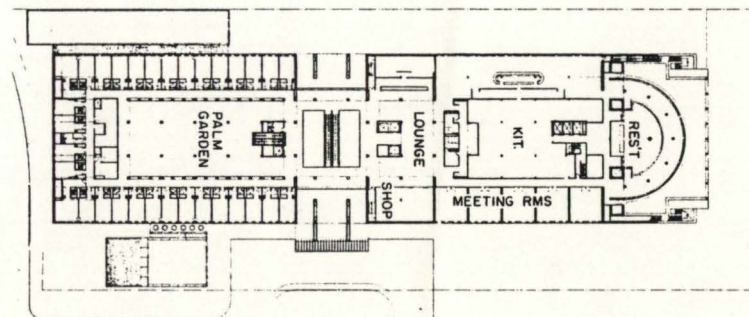
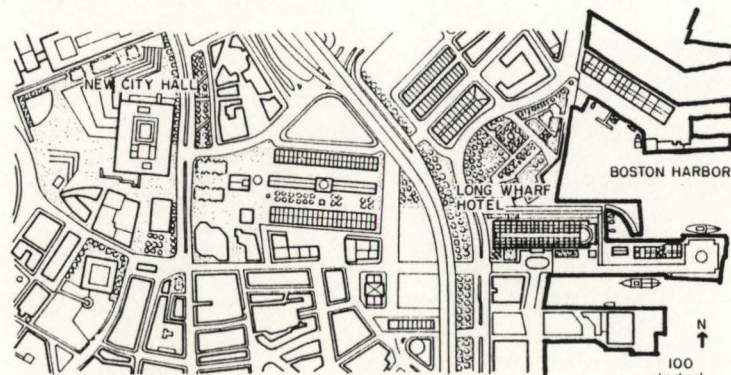




SIXTH FLOOR



THIRD FLOOR



MAIN FLOOR

## Long Wharf Marriott Hotel



## HOTELS: CASE STUDY 2

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PROJECT Sheraton Islander Inn

LOCATION Newport, Rhode Island

ARCHITECT Warner Burns Toan Lunde

DESCRIPTION The hotel is located on Goat Island, in Narragansett Bay. It is closely related to its site, being a sculptural mass with large expanses of sloping roofs which derive from the local shingle style houses.

Room arrangements vary at each floor level due to the sloping roof.

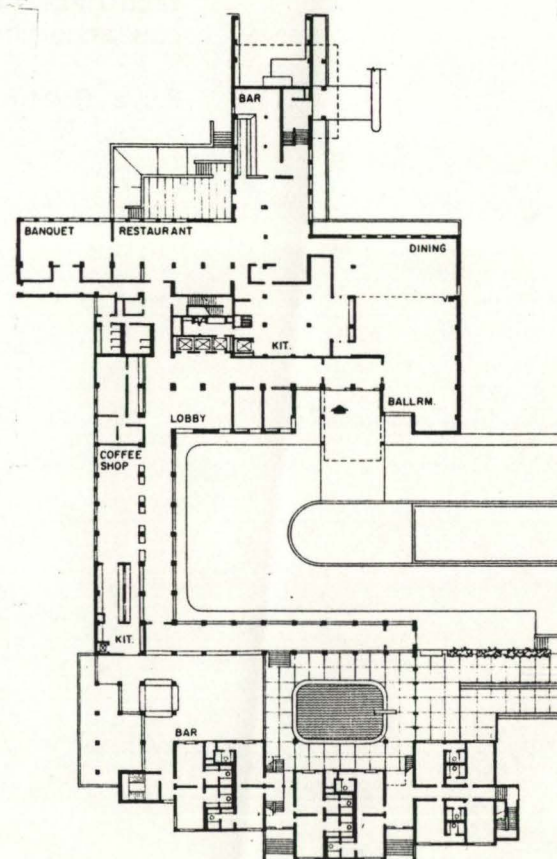
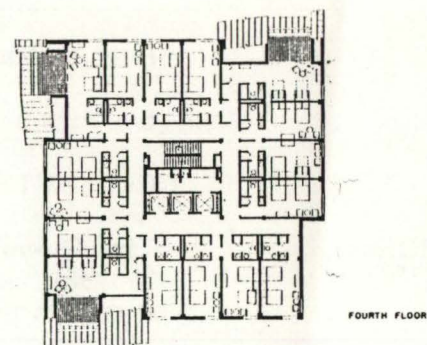
The top five floors of the building are used as a bar and lounge which recalls nautical images in its detailing and use of forms and materials. From this space, there are excellent views of Narragansett Bay.

The hotel responds very well to its setting; its form almost emulates a lighthouse, with a lookout tower of sorts placed at its top. Although the forms and materials make reference to a local architectural vernacular, it is done on a scale appropriate to the location.





**Sheraton Islander Inn**





## **HOTELS: CASE STUDY 3**

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**PROJECT:** H.M.S. Queen Elizabeth II

**LOCATION:** Southampton, England (home port)

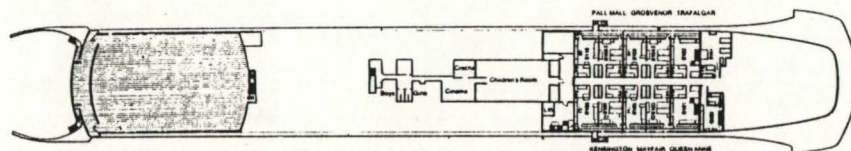
**OWNER:** Cunard Line

**DESCRIPTION:** The Queen Elizabeth II is one of the last large luxury liners. Completed in 1969, it functions as both a transatlantic liner in winter and a 2-class cruise ship in summer.

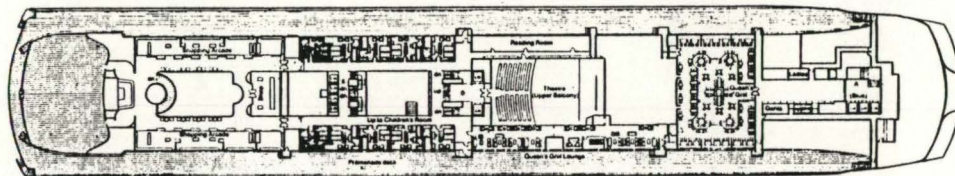
The ship is 963 feet in length and provides an extensive variety of public facilities, restaurants, nightclubs, lounges, and recreational facilities. It can accommodate over 2000 passengers.

As a floating hotel and as an architectural element, it presents a strong visual image, clean and rational in its design.

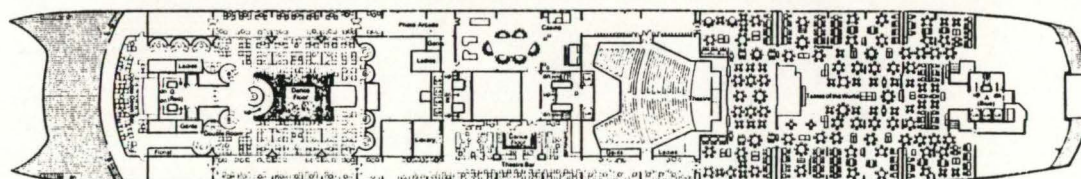




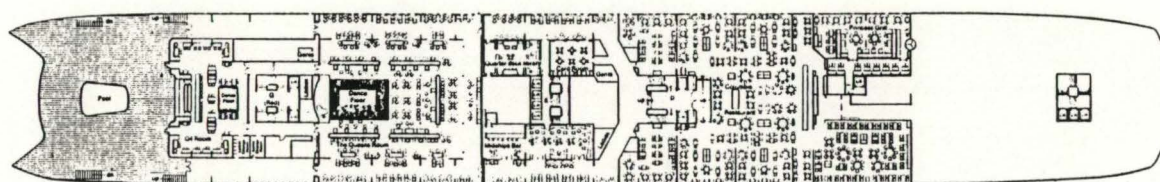
**Sports Deck**



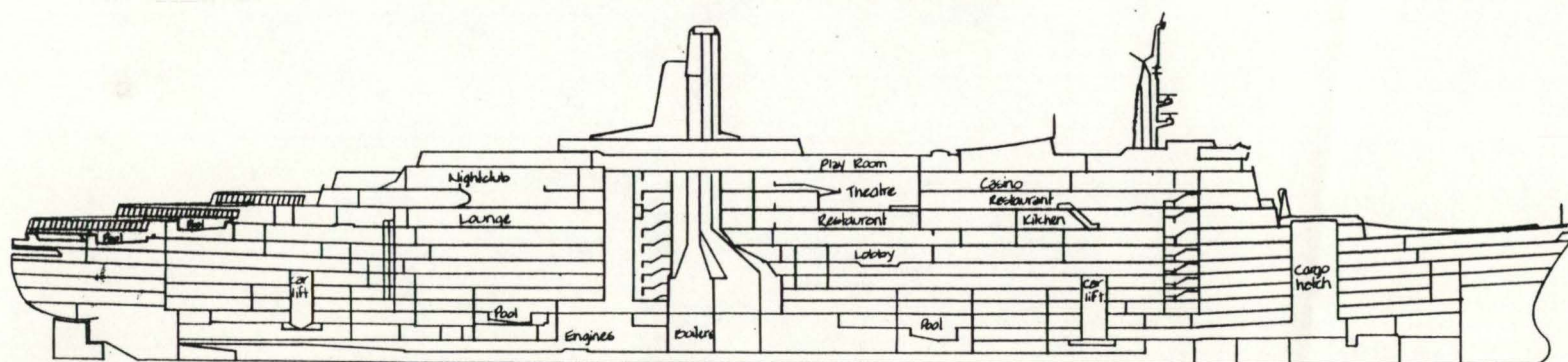
**Boat Deck**



**Upper Deck**



**Quarter Deck**



**Queen Elizabeth II**



## **Tourism & Hotel Data**



## TOURISM DATA

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### GROWTH OF TOURISM

As the Inner Harbor area continues to grow and the Convention Center steadily increases in its attractiveness to large organizations, it has become increasingly necessary for Baltimore to analyze its visitors so it can respond better to their needs.

The Baltimore Office of Promotion and Tourism has commissioned studies for the years 1980 and 1981, in order to analyze the expenditures and characteristics of visitors to the Inner Harbor. These reports were prepared by RERC--Real Estate Research Corporation--of Washington, D.C.

### TOURISM DATA

The principal findings of the study include the following:

1. 73% of all visits to the Inner Harbor are for pleasure travel
2. 50% of all visitors are from the Baltimore Metropolitan region  
14% of all visitors are from the Washington, D.C. Metropolitan region  
16% of all visitors are from states beyond Maryland, Virginia, Delaware, and Pennsylvania
3. The automobile is the principal model of transportation  
21% of overnight visitors come by air
4. The most popular visitor activities are Harborplace, harbor festivals, eating at restaurants, and shopping
5. The average length of stay for all visitors is 1.3 days
6. Among visitors staying at hotels in the area, 53.6% were in Baltimore for conventions





Harborplace



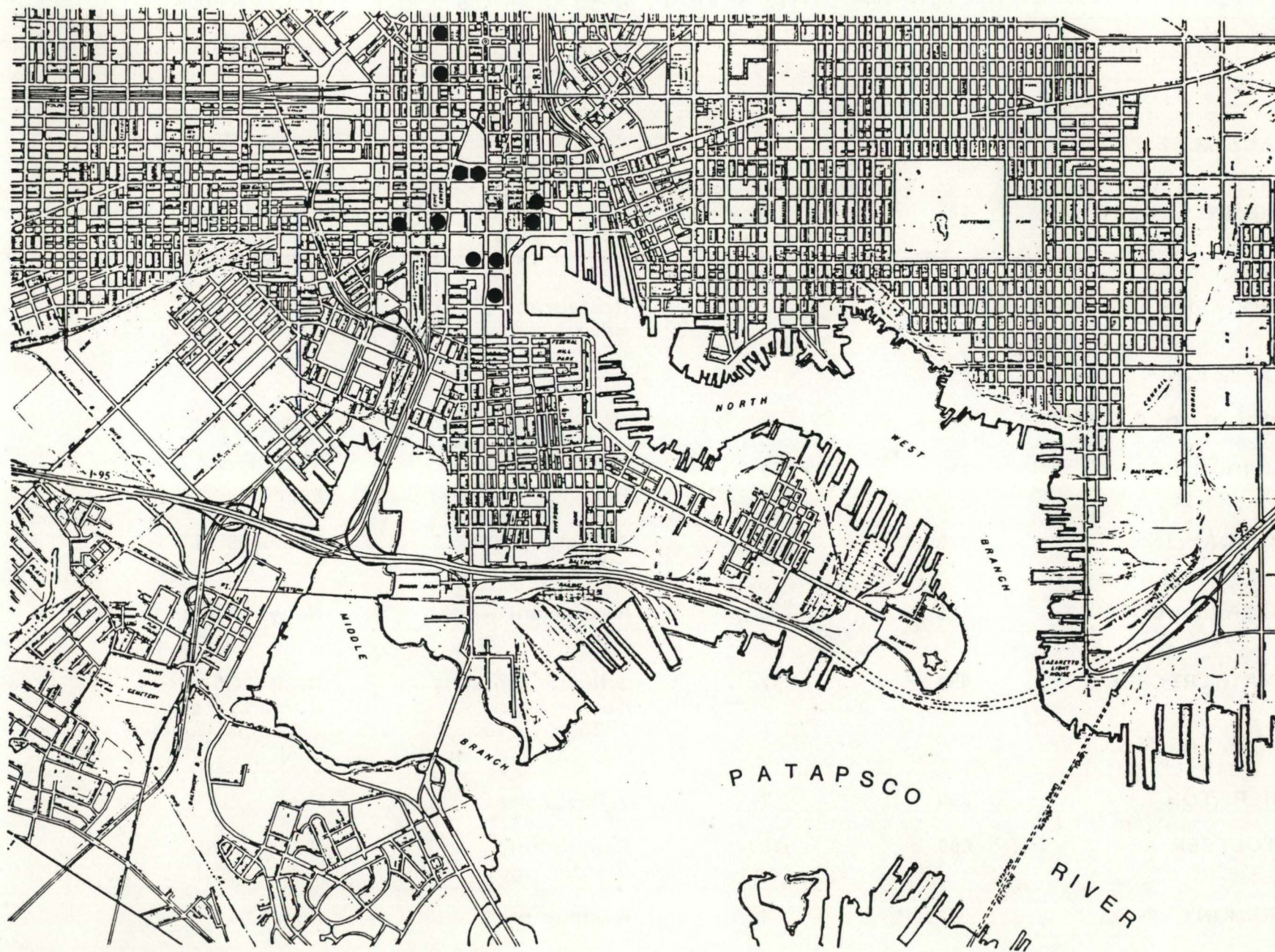
## HOTEL DATA

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### GENERAL

The majority of hotels within the Downtown Area are located to the north and west of the Inner Harbor. This is due to advantages gained in their being in close proximity to the Central Business District and Convention Center. Many of the recently-built hotel facilities are a direct result of the Convention Center, which opened in 1981. The increase in overall tourism has also made hotel developments one of the fastest growing types of new construction in Baltimore.





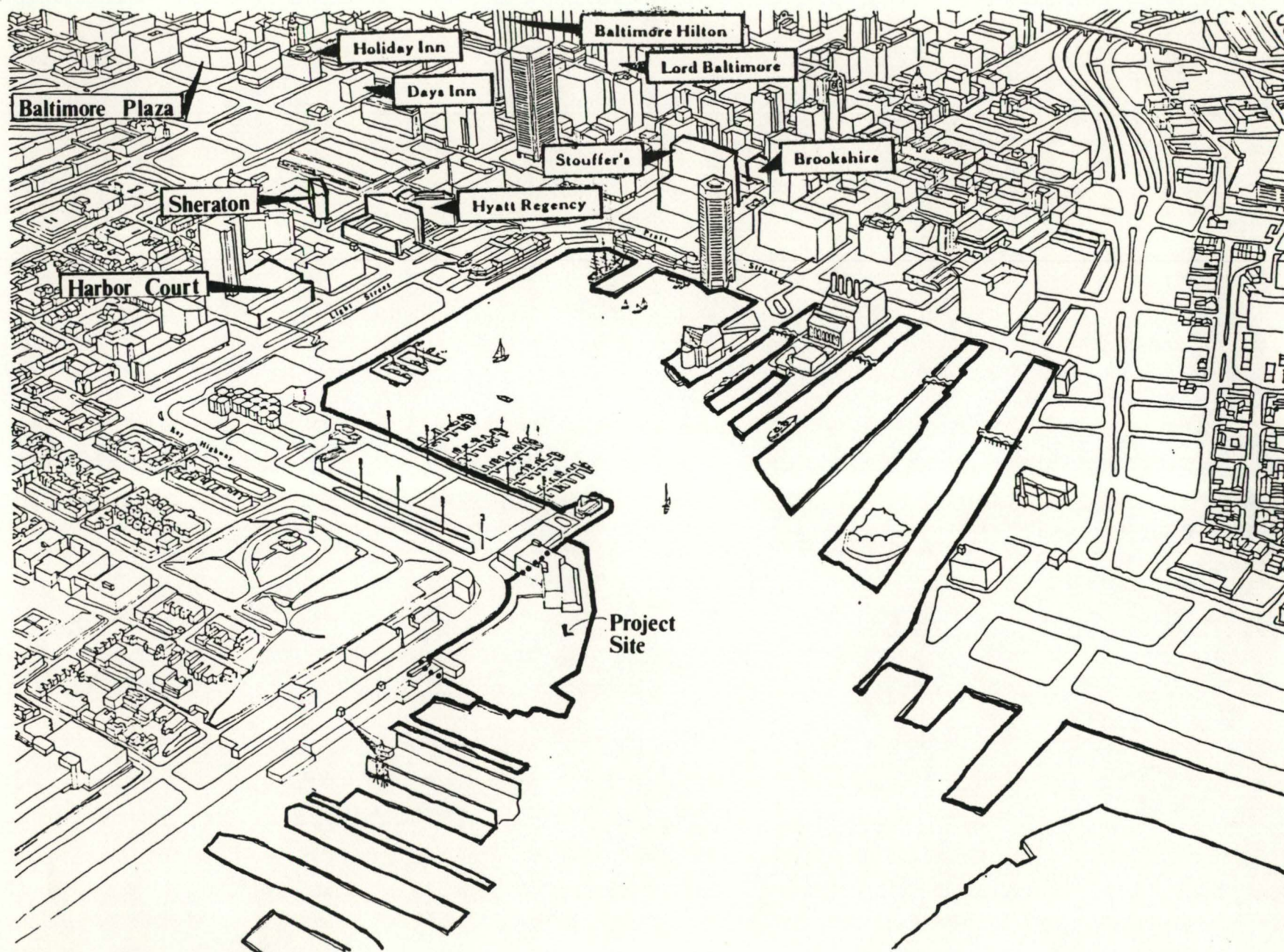
Downtown Baltimore & Port · Hotels



HOTEL	# GUESTROOMS	# MTG. ROOMS*	RESTAURANTS	RECREATION
BALTIMORE HILTON	730	17	Main Restaurant Coffee Shop 2 Lounges	Indoor Pool
BALTIMORE PLAZA	356	12	Main Restaurant 2 Lounges	Indoor Pool Exercise Room
THE BELVEDERE	182	5	3 Restaurants Coffee Shop Bar	YMCA Fitness Center Nautilus 2 Racquetball Courts
BROOKSHIRE	91	2	Restaurant Bar	None
DAY'S INN	251			
ECONOLODGE	210	3	Restaurant	Indoor Pool
HARBOR COURT	220	7	2 Restaurants Bar	Athletic Club Pool
HOLIDAY INN	375	8	2 Restaurants 2 Bar/Lounges	Indoor Pool
HOWARD HOUSE	120	3	Restaurant Bar	None
HYATT REGENCY	490	17	2 Restaurants Coffee Shop 2 Bars	Health Club Running Track 2 Tennis Courts Pool
SHERATON	350	7	2 Restaurants	Pool
STOUFFER	600	10	Restaurant Bar/Lounge	Health Club Indoor Pool
TREMONT	62	4	Restaurant	None

\*In many cases, 2 or more meeting rooms can be combined to form larger assembly and ballroom spaces.





The Inner Harbor



# **Design Considerations & Program**



## DESIGN CONSIDERATIONS & PROGRAM

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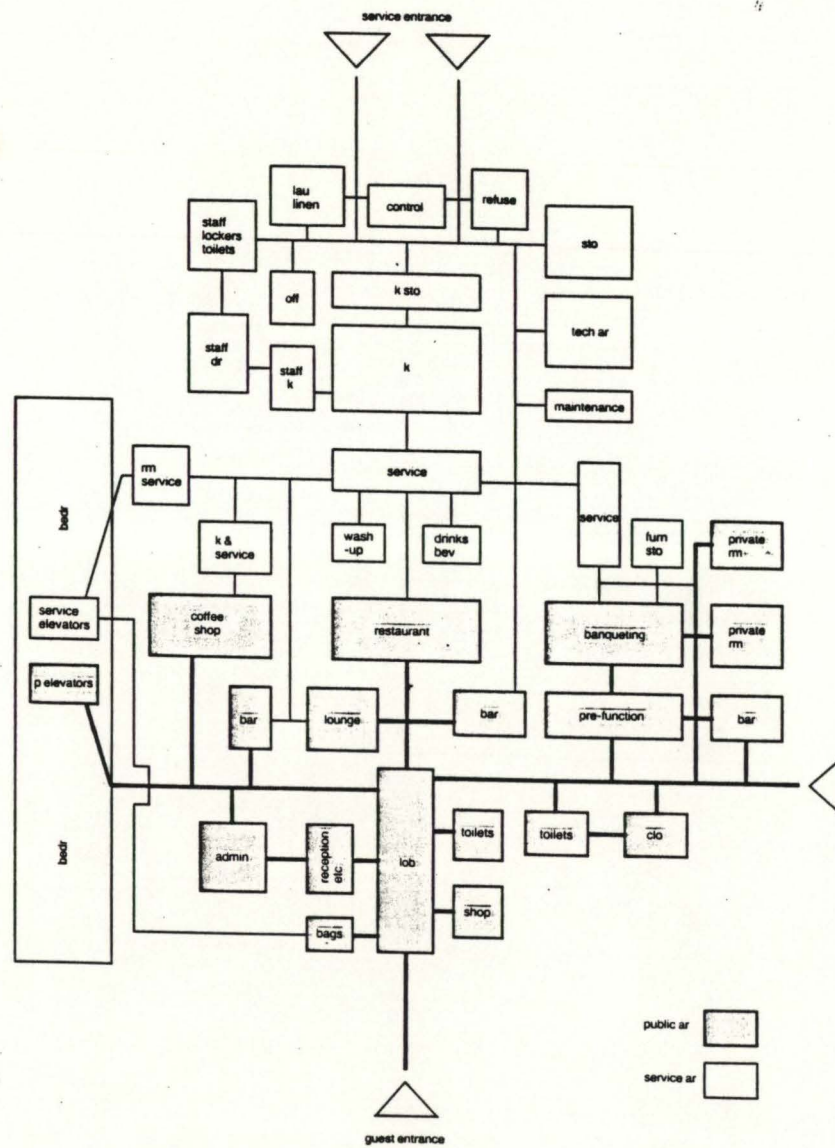
### BACKGROUND

The design considerations and program for the project were based on the following:

1. User needs/projected activities;
2. Existing hotel facilities;
3. Case study analyses.

The program for the project is also based on the desire to create a truly tourist-oriented hotel, which translated into a program containing an increased amount of public and recreational facilities. The site's waterfront location also creates the opportunity for many public and pedestrian activities.





Hotel Flow Diagram



## ARRIVAL

PUBLIC ENTRY	Arrival of vehicular, taxi & pedestrian traffic; covered drop-off area; boat landing.	5,000
LOBBY	Center of hotel activity, orientation point.	2,000
LOUNGE	Waiting/sitting area in the vicinity of the main hotel entrance.	3,000
FRONT DESK	Registration, cashier; located conspicuously near public entrance to provide visual security.	1,000
BELLMAN'S CHECKROOM	Adjacent to drop-off, near front desk. Baggage storage area.	200
TOILETS/PHONES	Public use facilities	500
ELEVATOR LOBBY	Easily identifiable and accessible.	<u>300</u>
		12,000 Sq. Ft.



## GUESTROOMS

GUESTROOMS	450 @ 450 Sq. Ft. Outdoor balconies 2 double beds	202,500
SUITES	20 @ 1,000 Sq. Ft. Separate living and bedroom areas. Outdoor terraces	20,000
SERVICE LOBBIES	For maid service and room service access to guestrooms. Separate elevators. Storage of linen and cleaning equipment.	5,000
		<hr/> 227,500 Sq. Ft.



## FOOD & BEVERAGE

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MAIN RESTAURANT	Capable of seating 1/4 of maximum possible guest capacity; approximately 500 seats.	9,000
COFFEE SHOP	Fast-service restaurant. 150 seats.	3,000
TAVERN	Bar & restaurant.	5,000
BAR/LOUNGE	2 @ 100 seats	6,000
KITCHEN	Including main food storage, capable of service to all restaurants and bars.	12,000
BANQUET KITCHEN	For service to meeting rooms	2,000
PRIVATE DINING ROOMS	4 @ 60 seats	3,600
SNACK BAR	Adjacent to Pool	3,000
		<hr/>
		43,600 Sq. Ft.



## ASSEMBLY SPACE

MEETING ROOMS	10 meeting/banquet rooms @ 1,500 Sq. Ft. Flexible spaces capable of being combined to form larger rooms.  Direct access from banquet kitchen is essential.	15,000
FOYER/GATHERING AREA	Area for assembly of meeting/banquet participants outside of rooms. Easy access from lobby.	3,000
COAT CHECK	Public use	500
STORAGE	Tables, chairs	2,000
TOILETS	Easy access from assembly areas	2,000
		<hr/> 22,500 Sq. Ft.



## ADMINISTRATION

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### HOTEL MANAGEMENT

#### Offices for:

Hotel Complex Manager	300
Front Office Manager	200
Secretaries	400
Cashier	200
Accounting Records	200
Reservations/Sales	200
Switchboard	200

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1,700 Sq. Ft.



## COMMERCIAL SPACE

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### SHOPS

5 - 10 units @ 200 Sq. Ft.

Sales of specialty and local artwork,  
crafts, clothing, marina and boat  
related items, newstand, drugstore.

1,000 - 2,000 Sq. Ft.



## RECREATION/ENTERTAINMENT

NIGHTCLUB	For dancing, shows. 400 person capacity. Includes bar.	5,000
HEALTH CLUB	Exercise room, toilets, lockers, sauna, whirlpool	3,000
POOL	Indoor/outdoor, deck for lounge chairs	15,000
TENNIS COURT	2 outdoor or indoor courts	14,400
		<hr/>
		37,400 Sq. Ft.

## MARINA

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MARINA	75 - 100 boat slips	--
BOATER FACILITIES	Locker rooms & toilets for use by transient boaters, guests who stay on board boats during their stay.	1,000
MARINA OFFICE	Marina operations	200
LOUNGE	For marina guests.	200
MAINTENANCE	Storage of repair equipment	200
GAS DOCK	For public use	--
		<hr/>
		1,600 Sq. Ft.



## PARKING GARAGE

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### PARKING SPACES

For hotel's valet parking service and  
public use (separate access for each)  
500 @ 300 Sq. Ft.

150,000 Sq. Ft.

Access required from garage to hotel lobby.

## GENERAL SERVICES

RECEIVING	Loading dock, timekeeper, check-in of all goods, trash rooms.	2,000
LAUNDRY/HOUSE-KEEPING	Housekeeping office, linen supply for complex; dry cleaning.	3,500
MAINTENANCE	For general repair work to furniture & equipment.	500
STAFF LOCKERS, TOILETS, DINING	Located off of main employee entrance.	5,000
GENERAL STORAGE	Furniture, maintenance equipment	1,000
		<hr/>
		12,000 Sq. Ft.



## PROGRAM SUMMARY

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TOTALS	Arrival	12,000
	Guestrooms	227,500
	Food & Beverage	43,600
	Assembly	22,500
	Administration	1,700
	Commercial	2,000
	Recreation/Entertainment	37,400
	Marina	1,600
	Parking Garage	150,000
	General Services	12,000
		<hr/>
SUB-TOTAL		510,300
	Circulation @ 20%	102,060
	Mechanical @ 10%	51,040
		<hr/>
GRAND TOTAL		663,400

**Design Concept**



## CONCEPT: SITE

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### SITE ISSUES

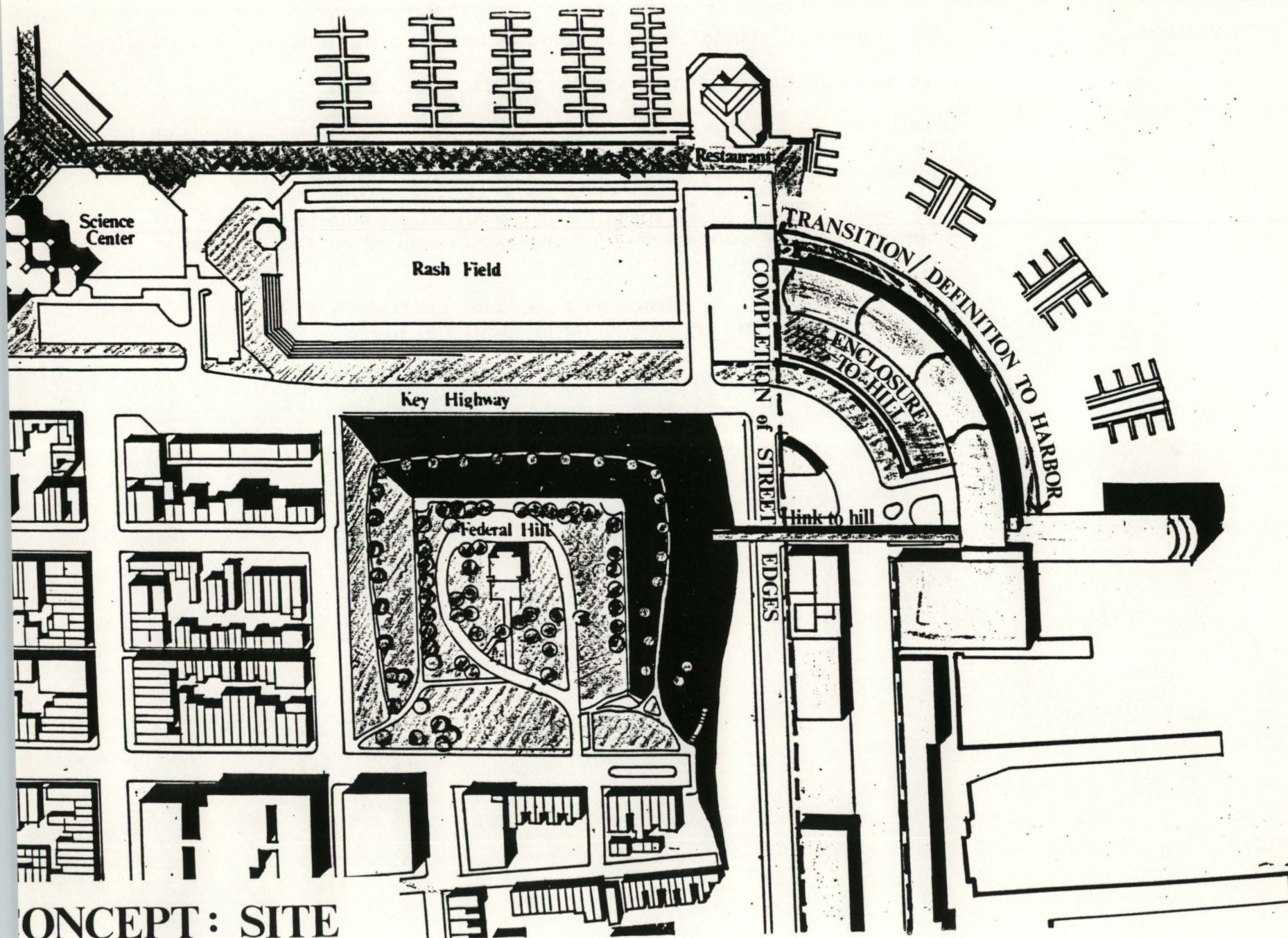
The major site issues with regard to the project are:

Transition/Definition to the Harbor

Sense of Enclosure to Federal Hill

The Completion of Street Edges

Physical Linkage to Federal Hill.



CONCEPT: SITE



## CONCEPT: FUNCTIONAL ZONING

### CONCEPT

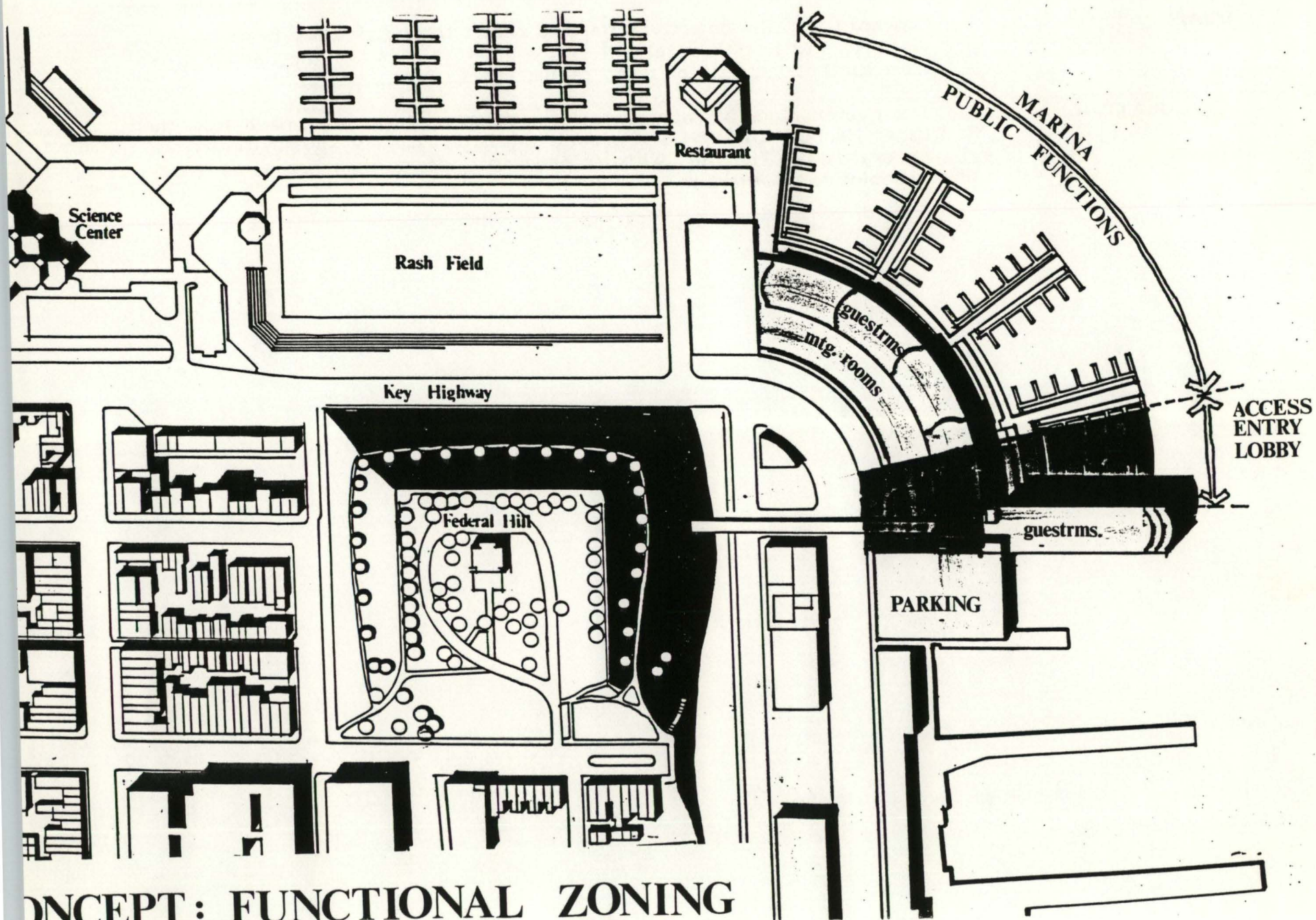
The functional zoning of the building is based on the following objectives:

To maximize water-oriented views from the guestrooms.

To locate most of the public functions--restaurants, lobbies, entertainment functions, along the curved portion of the building, linking them into the pedestrian promenade on the Harbor-side of the building.

To create a major lobby space which serves as a connector to both the curved and pier portions of the complex, as well as an axis to Federal Hill.

To locate the parking garage as an anchor point which defines the terminus of public space and the beginning of industrial usage.



CONCEPT: FUNCTIONAL ZONING



## CONCEPT: SITE/HARBOR

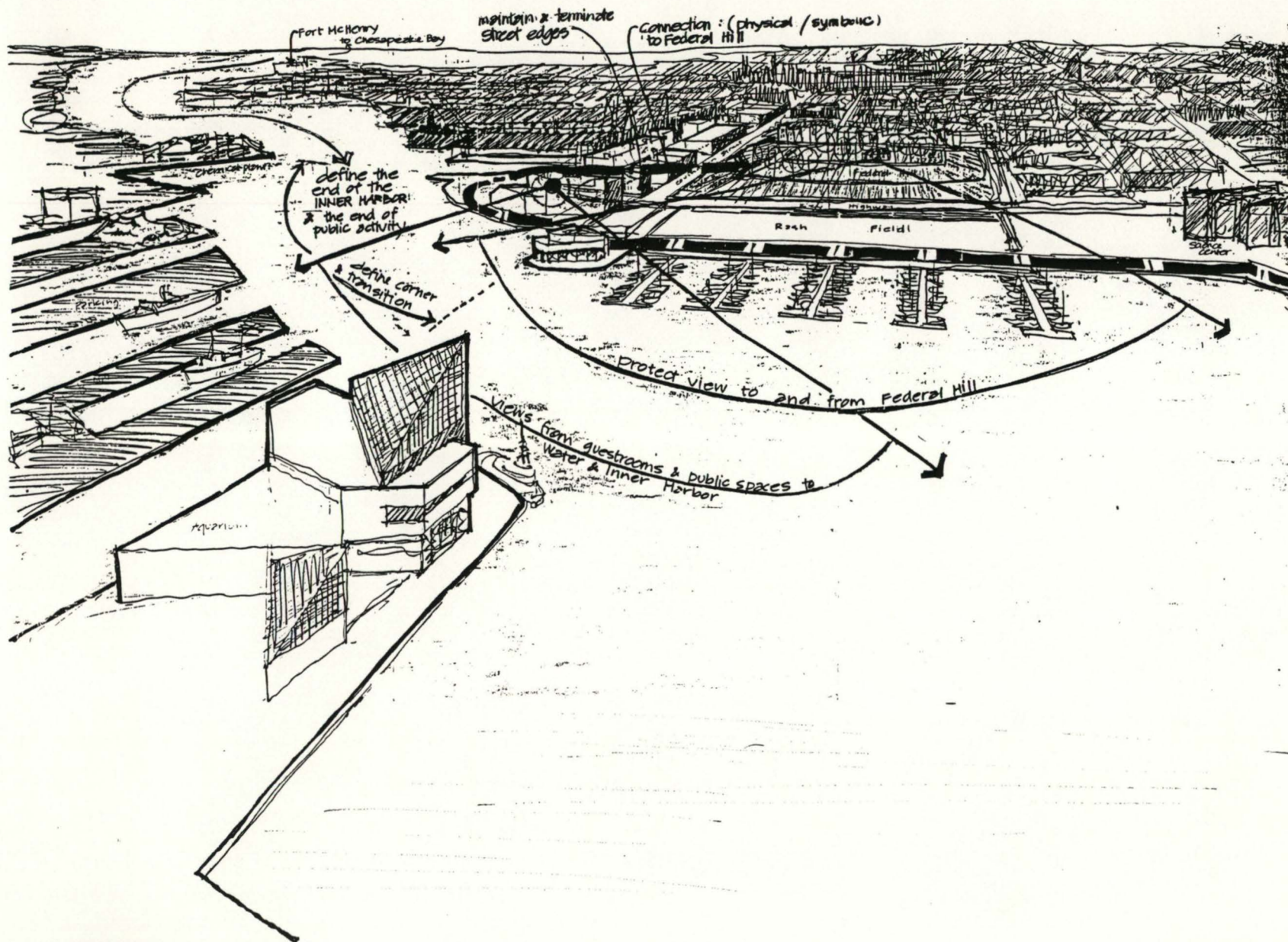
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### VIEWS

Conceptually, the objectives were to orient the hotel so as to maintain views to and from Federal Hill, while allowing views of the Harbor area from the hotel guestrooms and public areas.

### CIRCULATION

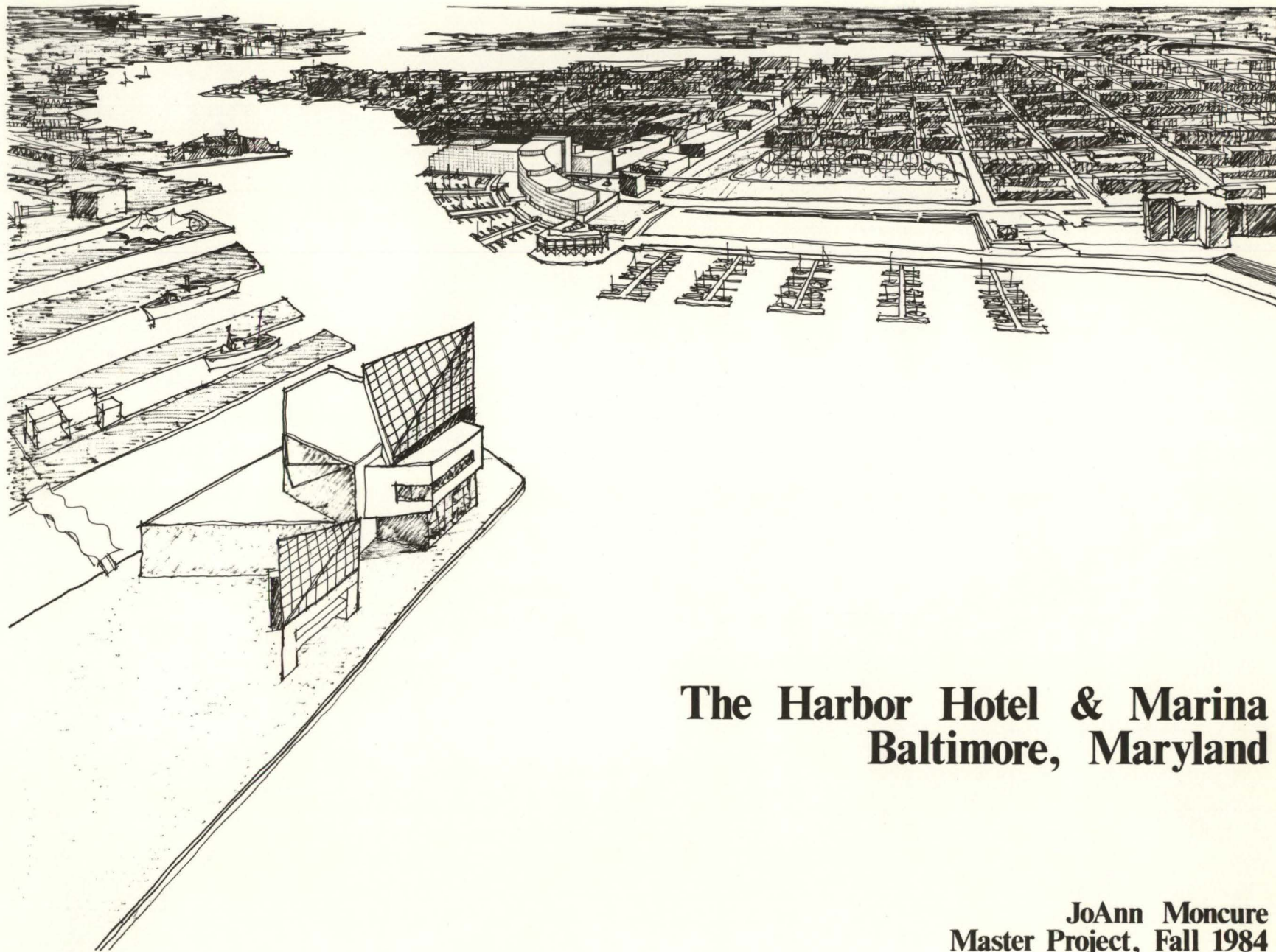
The overall objective was to maintain the pedestrian promenade from the Inner Harbor, through and around the hotel complex, terminating it at Federal Hill. The Hill, with its panoramic views, then becomes a true endpoint to the Harbor.



Site Issues



# **The Project**



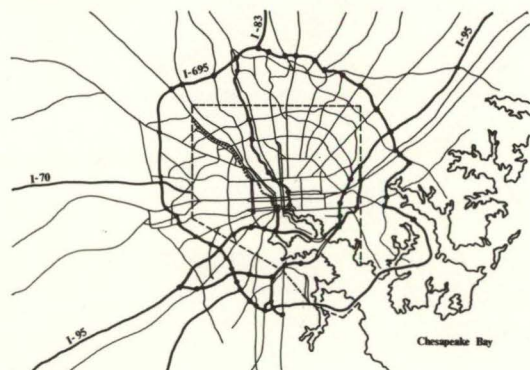
## **The Harbor Hotel & Marina Baltimore, Maryland**

**JoAnn Moncure  
Master Project, Fall 1984**

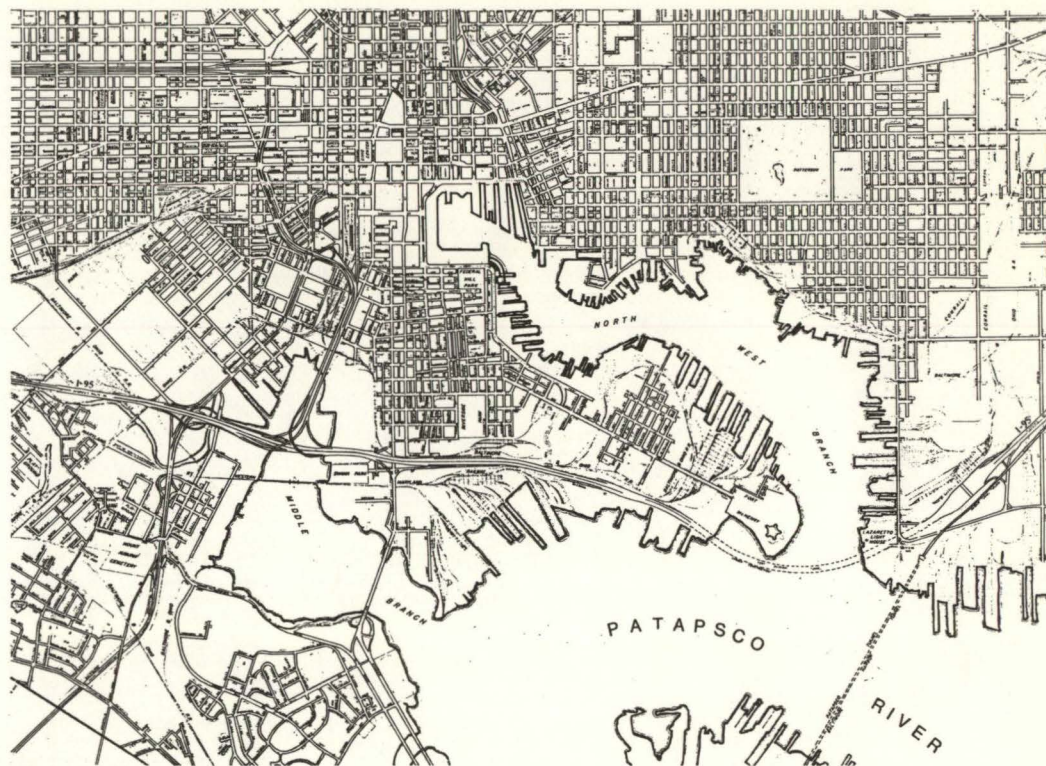




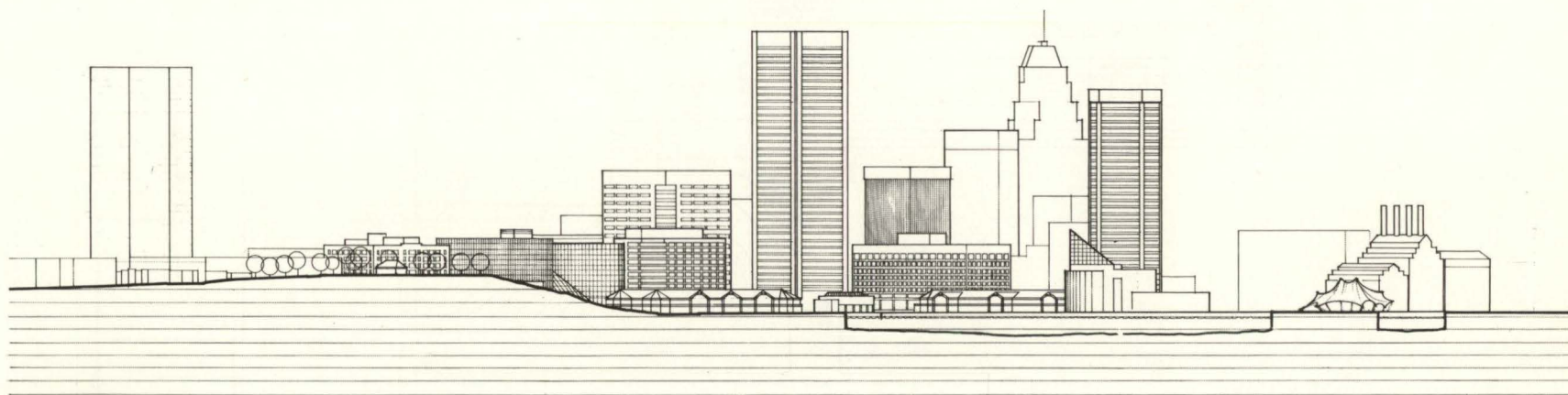
**Region**



**Metropolitan Area**

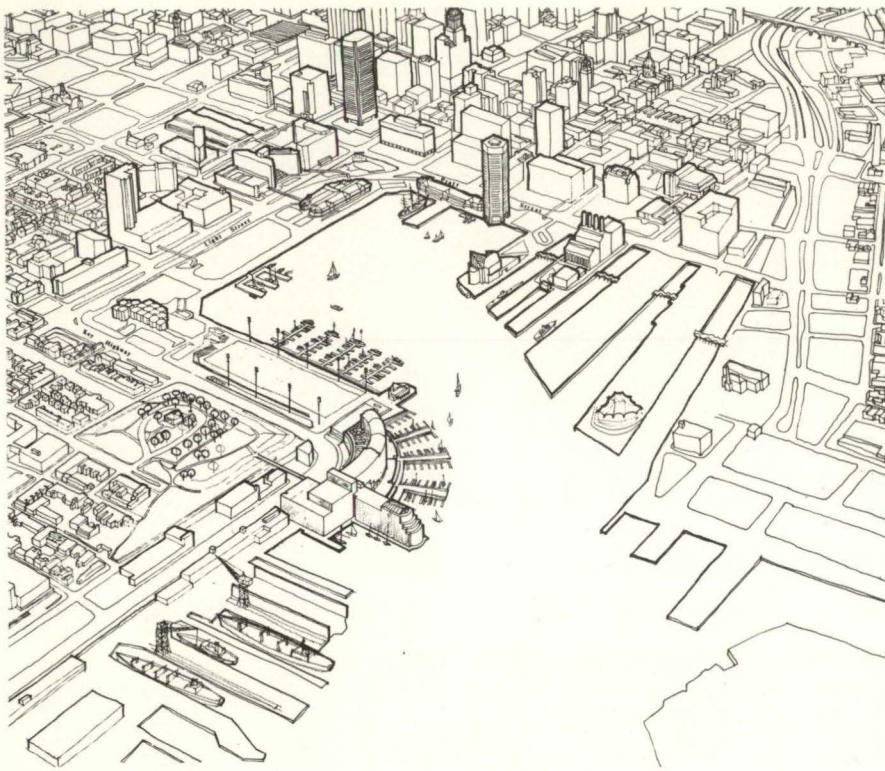


**Downtown Area**

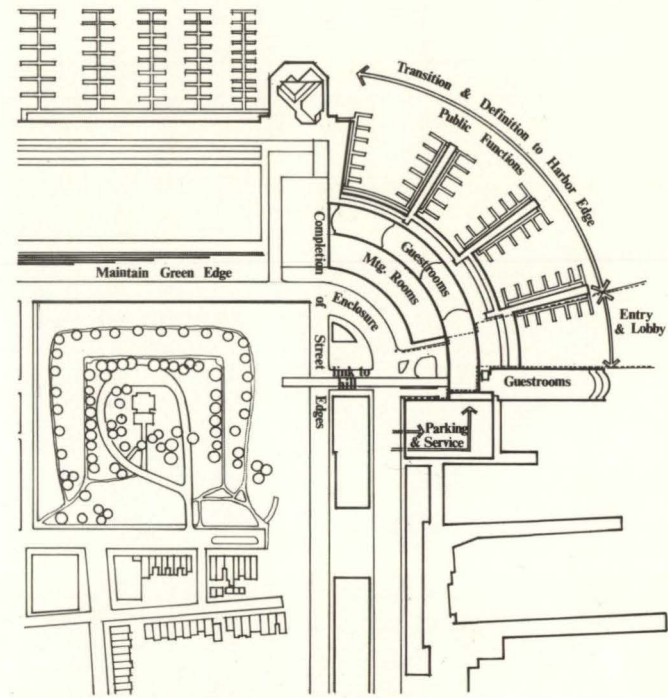


**Context**

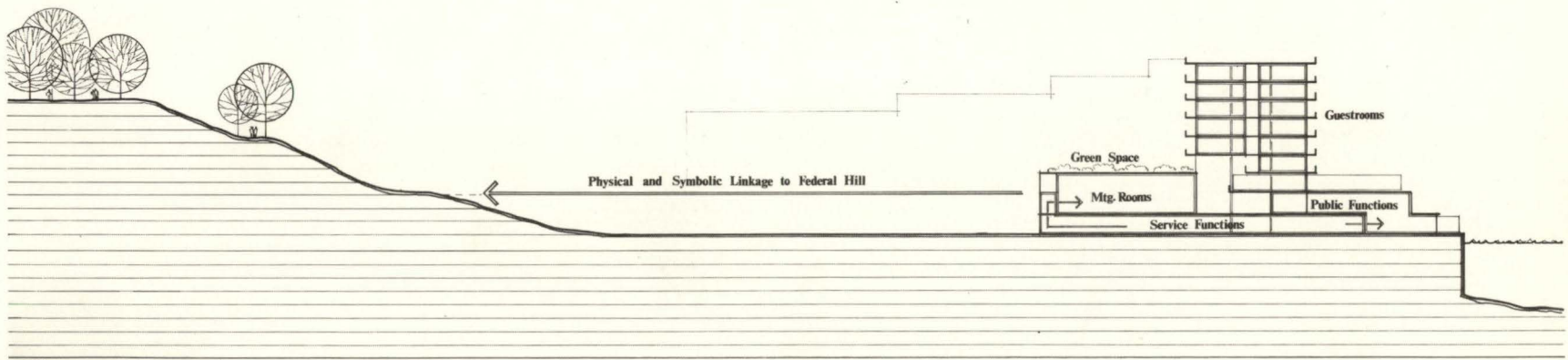




Harbor Context

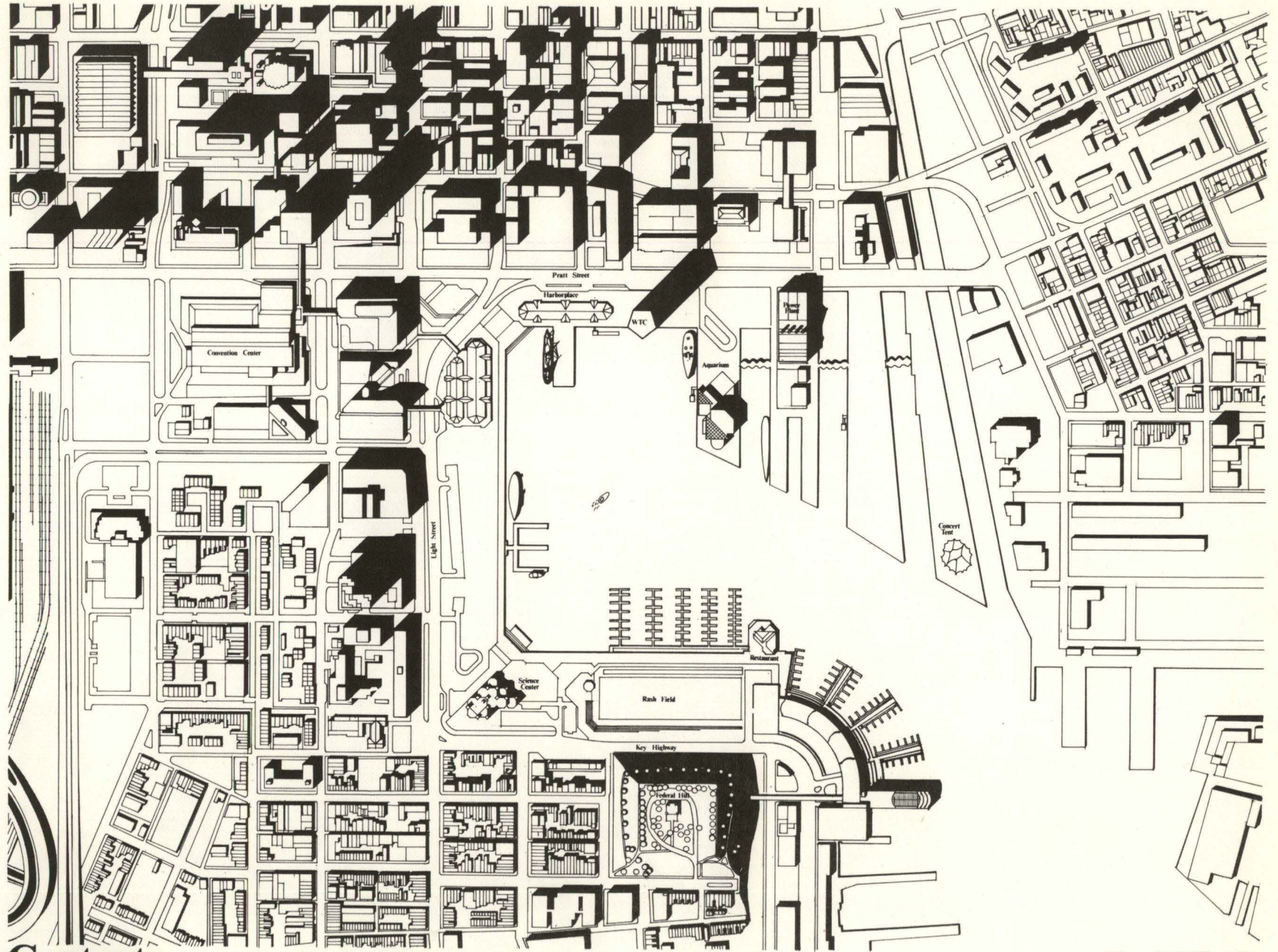


Functional Zoning & Site Edges

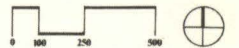


Concepts

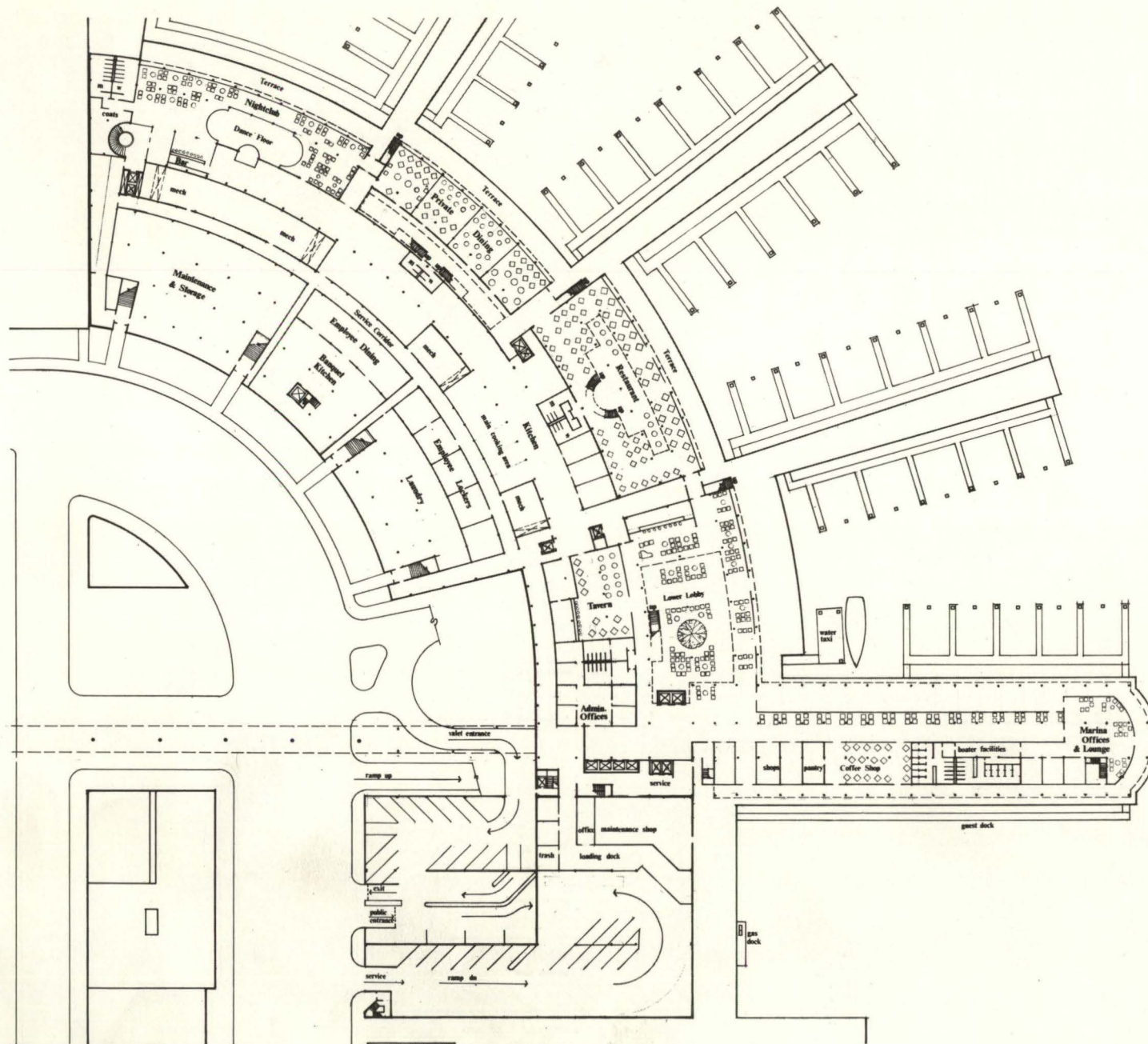




Context

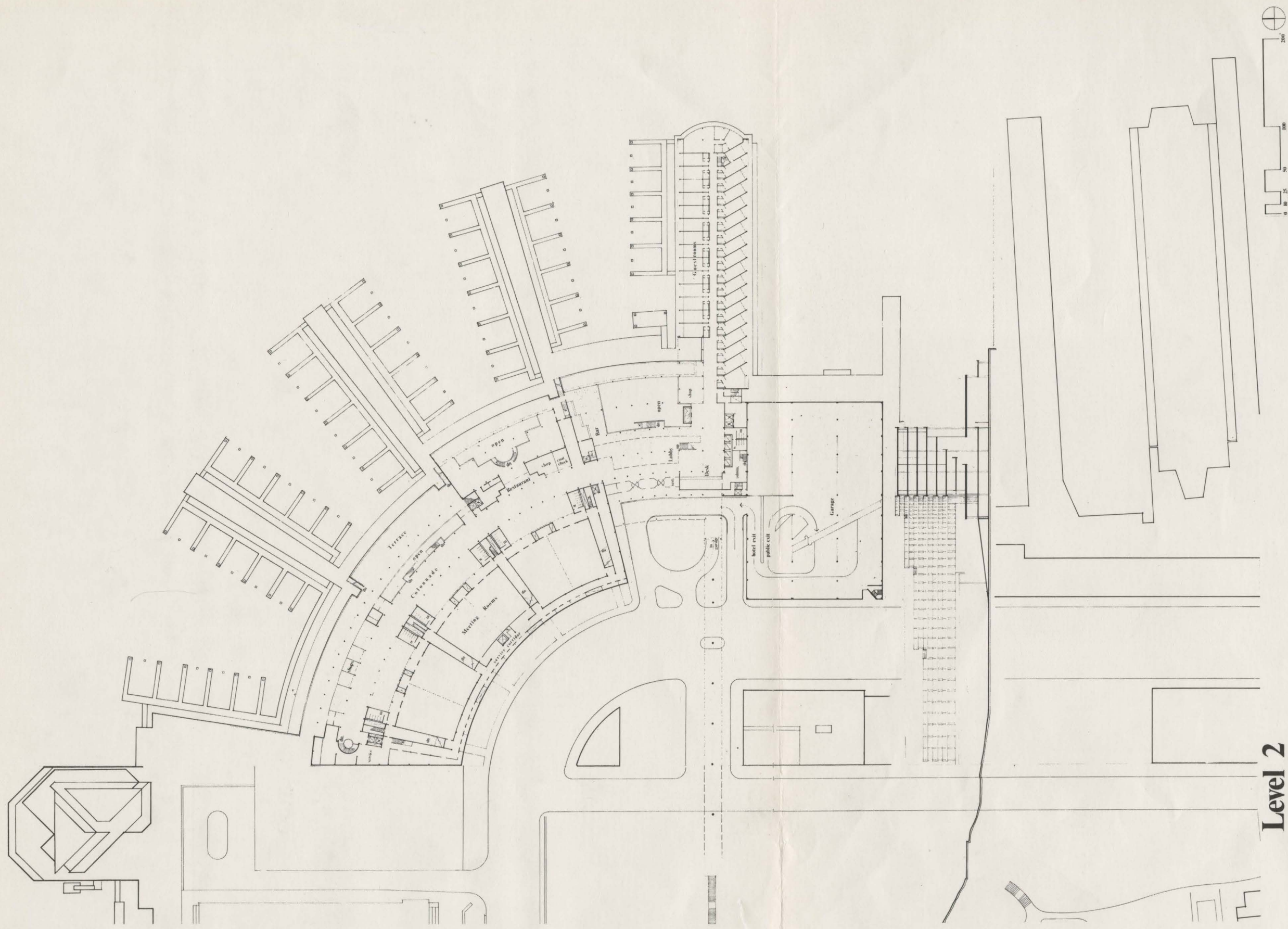






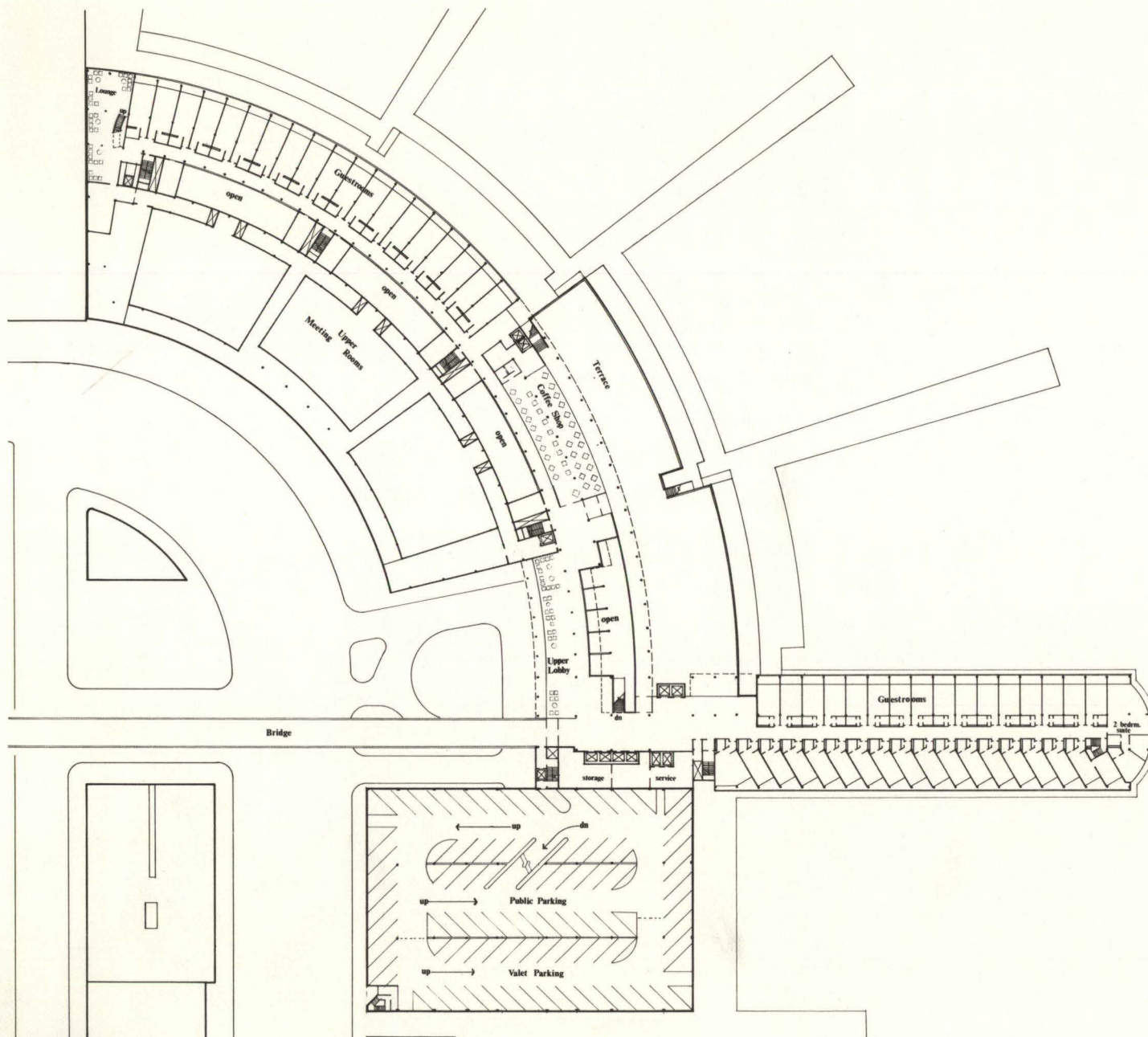
**Level 1**





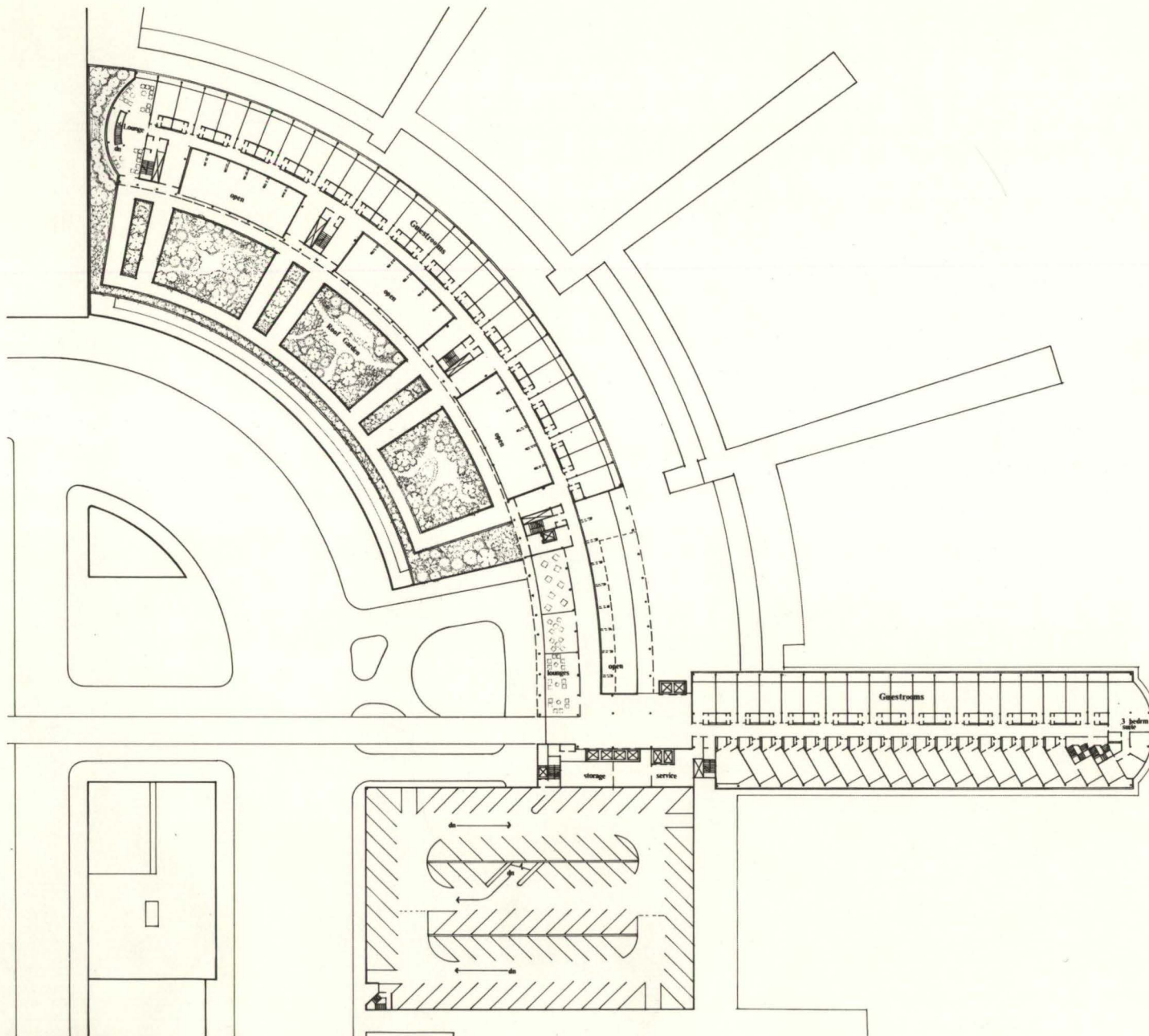
Level 2



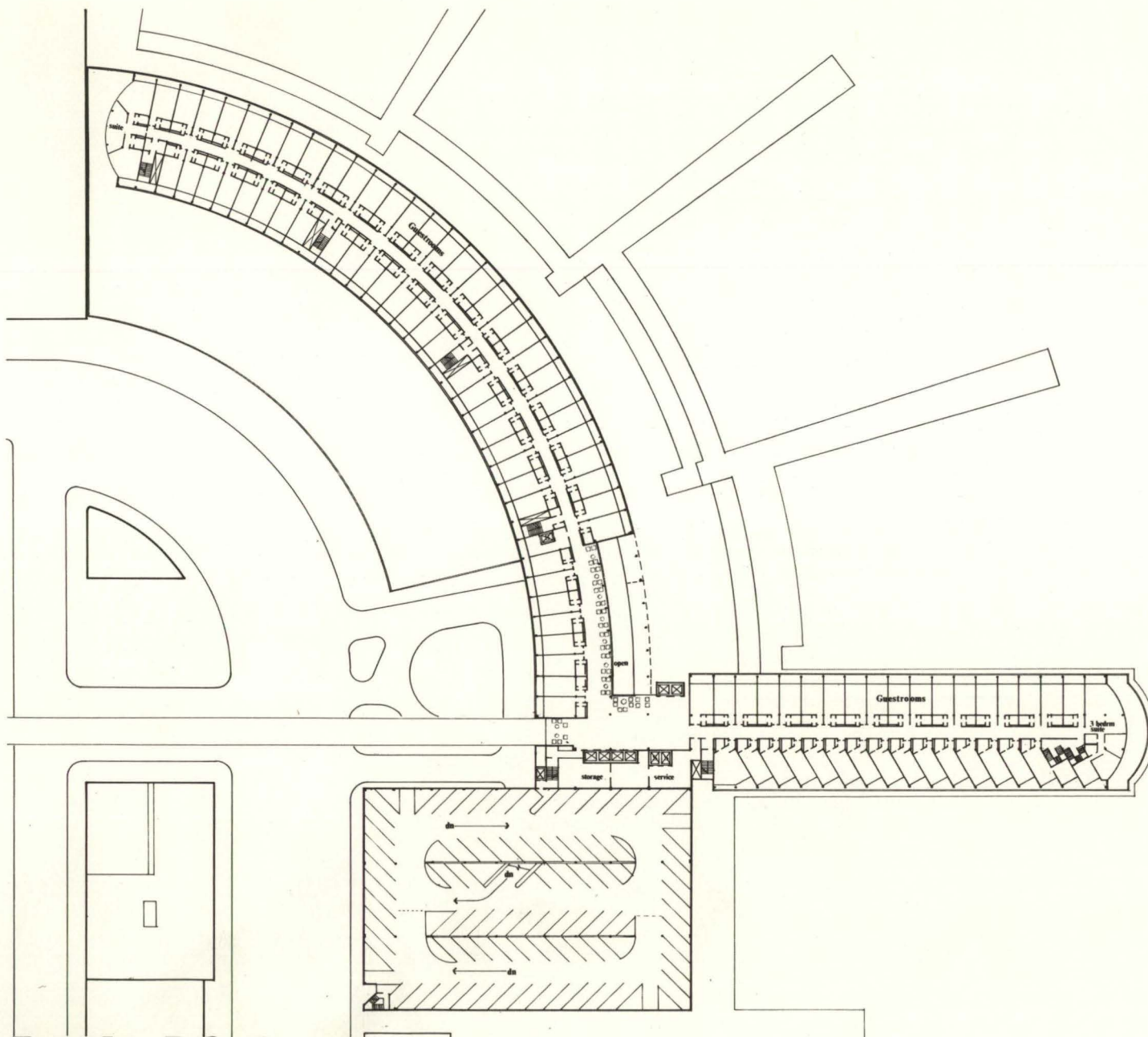


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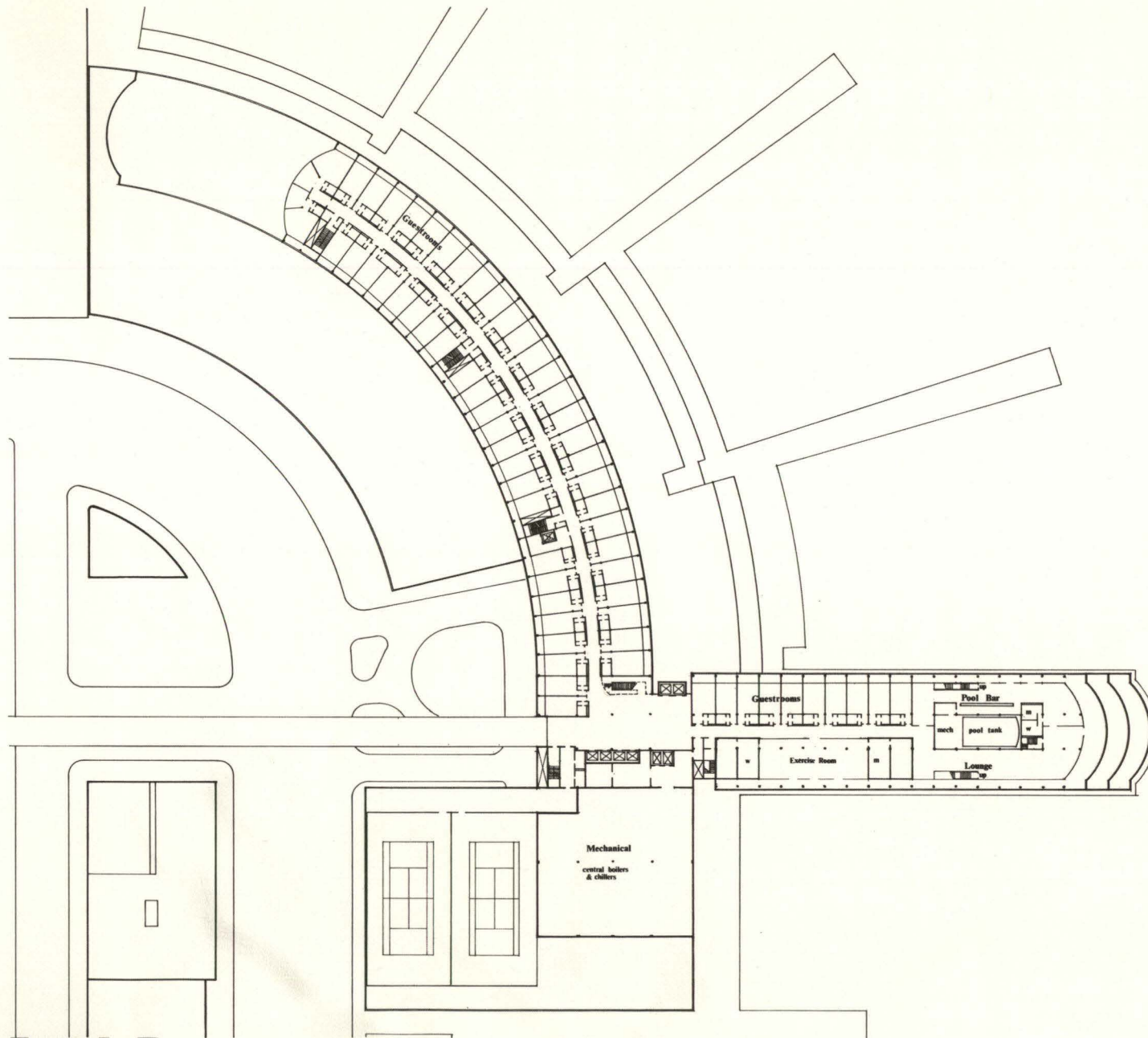


**Level 4**

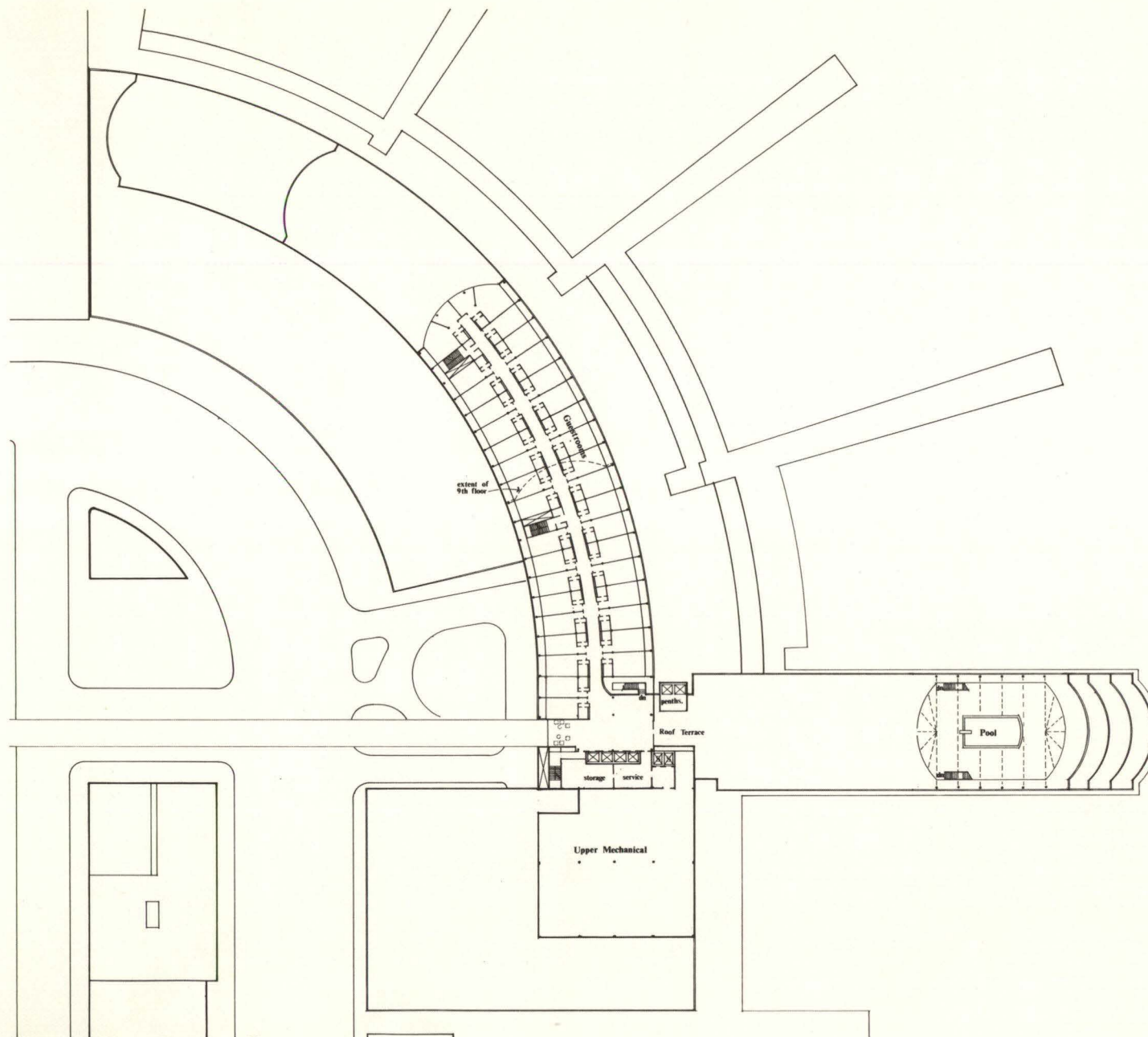


**Levels 5 & 6**





**Level 7**

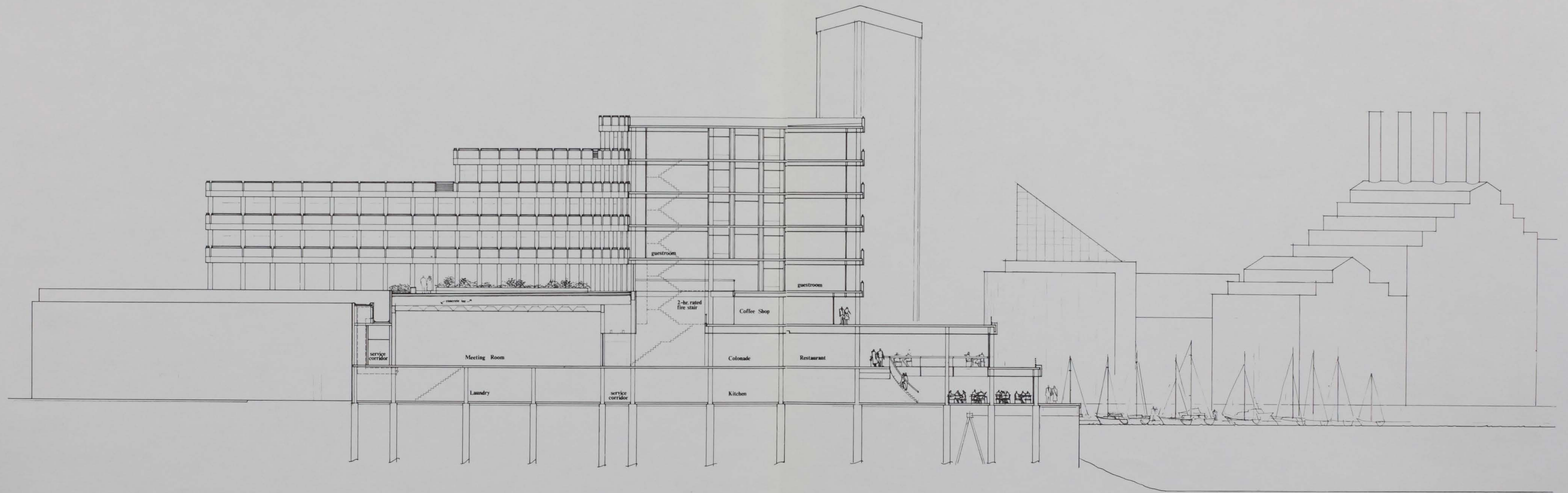


**Levels 8 & 9**

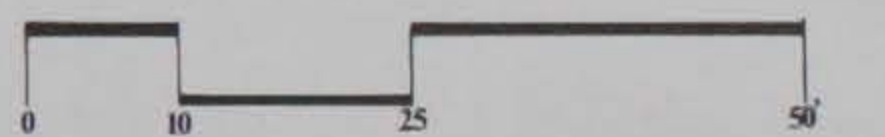




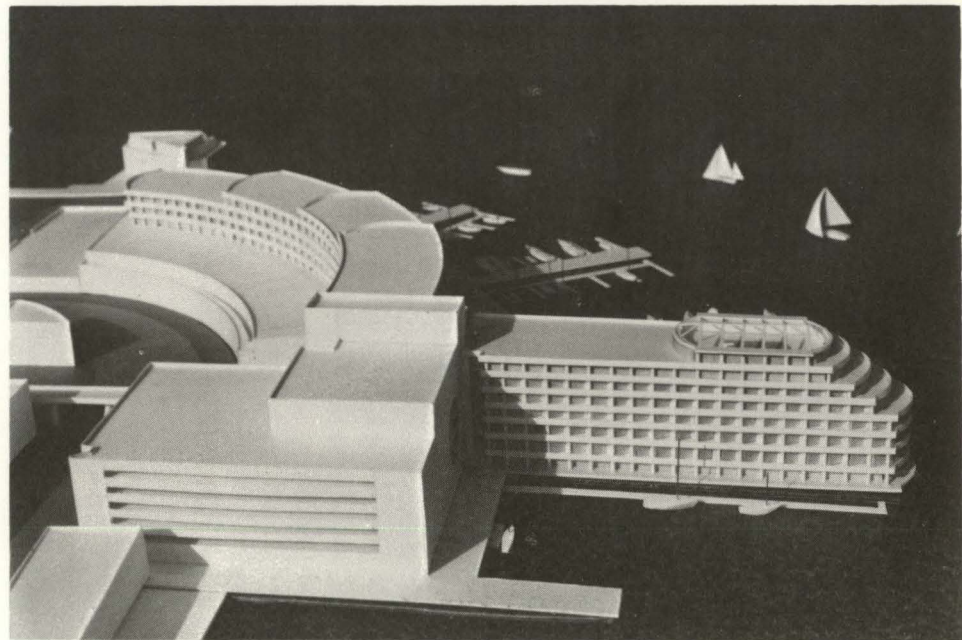
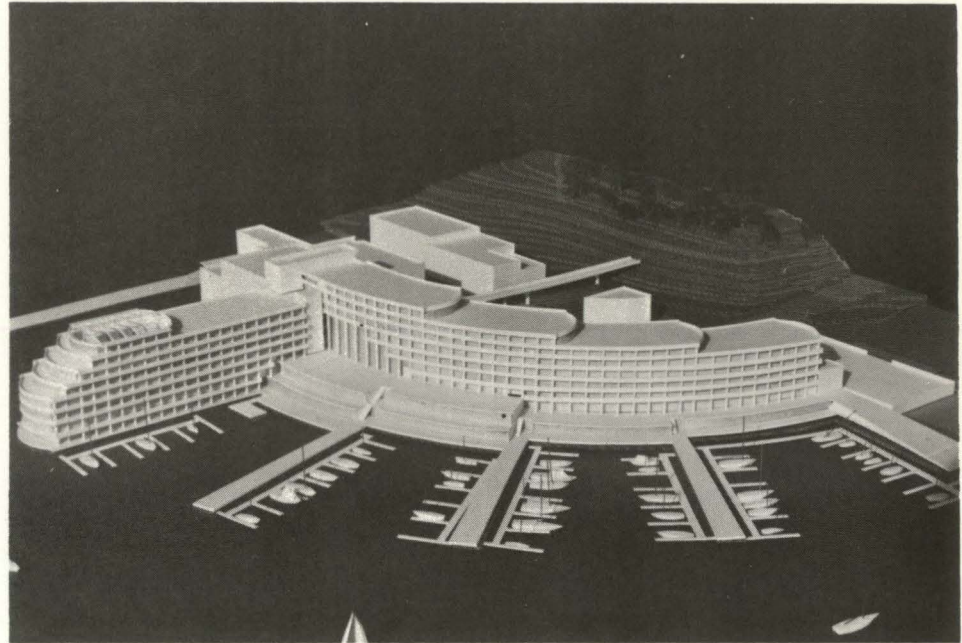


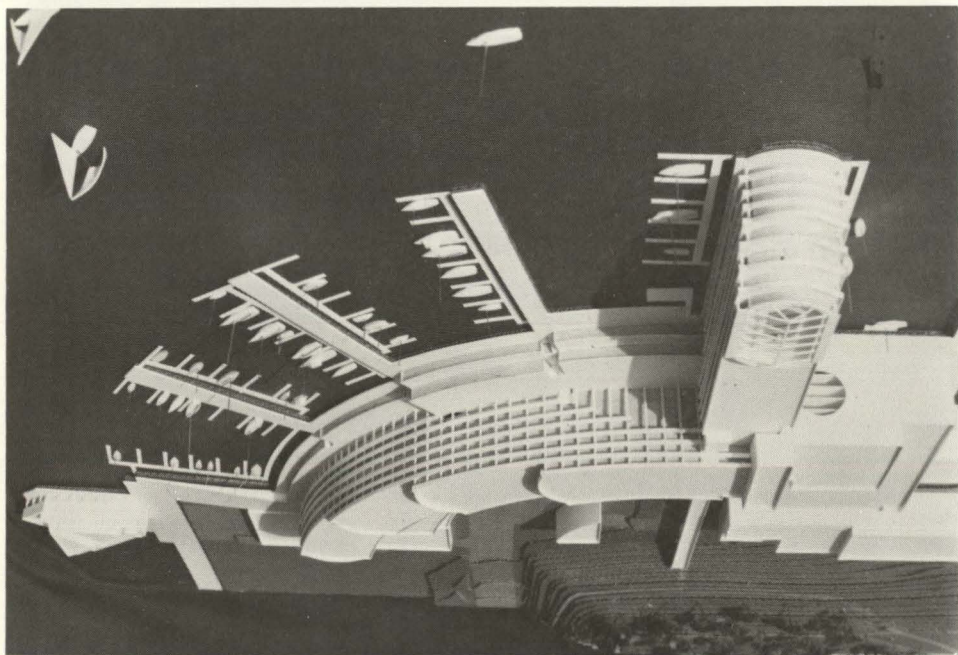
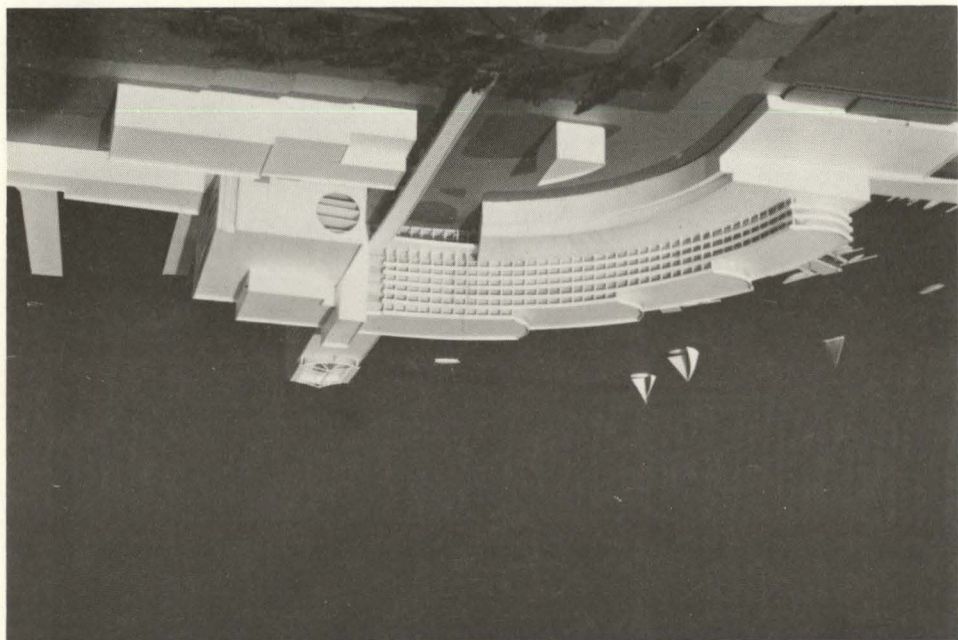


Section B-B











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